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287 • May 1997 • Adults Only

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TAKING IT EASY

This guy has balls! After a major jail riot, supervisors hired several temporary workers to clean up. Among those who applied and was hired was a man on the "Ten Most Wanted List." He worked a few days and left town just before being identified.

A guy was serving time for robbery. Just out of curiosity (he had lots of time on his hands), he called the county attorney's office to find out why he had never been prosecuted for a 1993 bank robbery with which he had never been charged. The prosecutor discovered that the file had been misplaced and that only a few months remained to bring the guy to trial before the statute of limitations would run out. The guy, already serving 10 years, plea-bargained to another 10. So much for curiosity!

In Moscow, a man was walking his rottweiler when he was threatened by an aggressive drunk. The dog, in defense of his master, tore off one of the man's ears and bit him through the throat. "The owner will be punished by a fine for improperly walking a dog," it was decreed. The amount of the fine was $4!

This guy was stopped because he had his emergency lights on. When the cops approached his car and asked him what was the matter, he said he'd put on his emergency lights because he was so drunk he didn't want anyone to hit him.

In Missouri it used to be illegal to drive with an unleashed bear.

Here's a chicken launcher story: It seems the U.S. Federal Aviation Administration (FAA) has a unique device for testing the strength of airplane windshields. The device is a gun that launches a dead chicken at a plane's windshield at approximately the speed the jet flies. The theory is that if the windshield doesn't crack from the carcass impact, it'll survive a real collision with a bird during flight. The British were very interested in this and wanted to test a windshield on a brand-new, speedy locomotive they were developing. They borrowed the FAA's chicken launcher, loaded the chicken, and fired. The ballistic chicken shattered the windshield, broke the engineer's chair, and embedded itself in the back wall of the engine cab. They asked the FAA to recheck the test to see if everything was done correctly. The FAA checked the test thoroughly and had one recommendation: Don't use a frozen chicken.

Here's another chicken story (years go by without one, and now we've got two): Six people drowned trying to rescue a chicken that had fallen into a well. The first was a farmer who'd drowned after an undercurrent in the water pulled him down. His sister and two brothers went in one by one to help him but also drowned. Then two elderly farmers came to help, but were pulled down by the same undercurrent. The chicken survived.

A man who was shot in the head during a traffic dispute dislodged the bullet by blowing his nose in the emergency room.

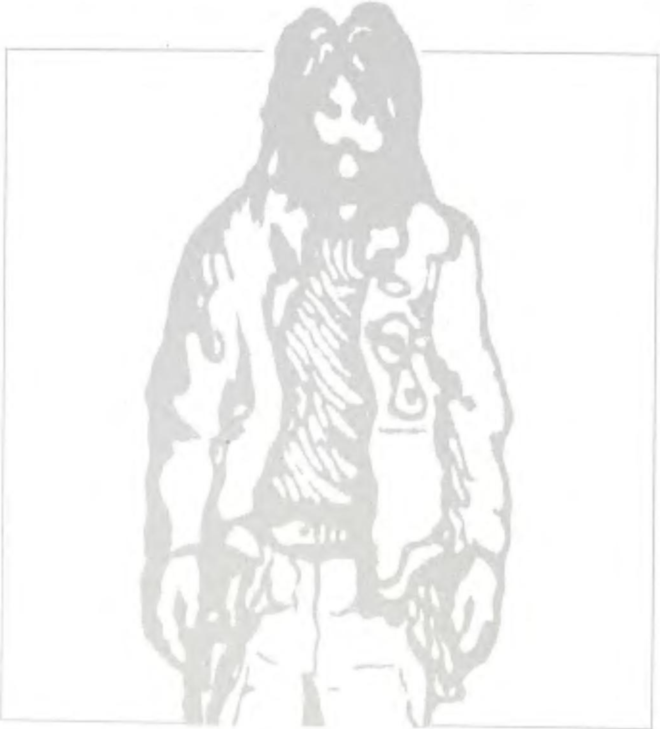
I've heard of stubborn guys and have tendencies in that direction myself, but this one must hold some kind of record. A woman in Israel wanted a divorce from her husband, but he refused. So the court ordered him jailed. Rabbis kept begging him to say three little words: "I am willing." But no go. So he spent 30 years behind bars and finally died in his cell. (Maybe he got good meals in jail?)

All right all you scooter bums, listen up. It seems that motorcycle seats can cause impotence in male riders by cutting off the blood supply to the groin. And here's a particularly useful bit of information. You are even more at risk if you crash (now that's a wise observation). So ride carefully and don't sit on the seat.

This guy was driving along when a fierce gust of wind blew his car into a river. He was lucky enough to break a window, climb out, and swim to shore. But after all his efforts to escape safely, when he hit shore, a tree blew over and killed him. I guess when it's your time, it's your time—no matter what.

This guy was filming a movie about the dangers of low-level bridges when the truck he was standing on passed under a low-level bridge—killing him.

A recent survey asked vice presidents and personnel directors of the nation's 100 largest corporations for their most unusual experiences interviewing prospective employees. They included: A job candidate who said he had never finished high school because he was kidnapped and kept in a closet in Mexico; a candidate who wore headphones to the interview and, when asked to remove them, explained that she could listen to the interviewer and the music at the same time; an applicant who interrupted the questioning to phone her therapist for advice; a candidate who dozed off during the interview; and a balding candidate who excused himself and then returned wearing a full hairpiece.



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Easyriders

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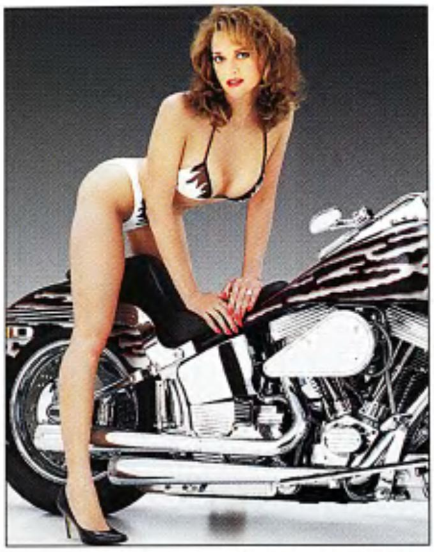

Cover photo of Julie on Michael Warner's Marty Ruthman-built Softail was by Raiko Hartman. Special effects imaging by Daniel Ferguson.

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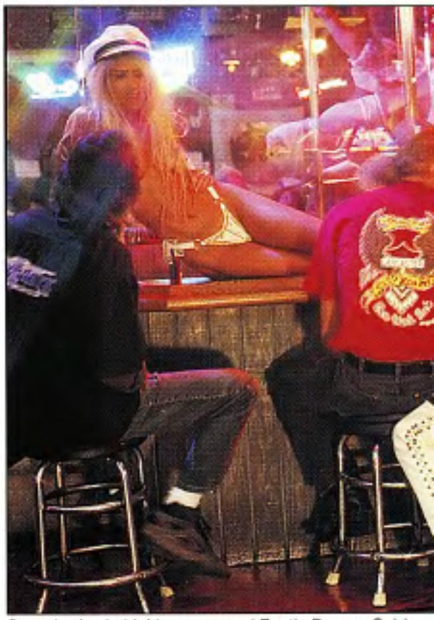
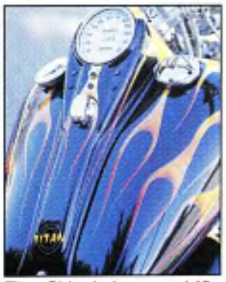


See what's shakin' in our annual Exotic Dancer Guide, p



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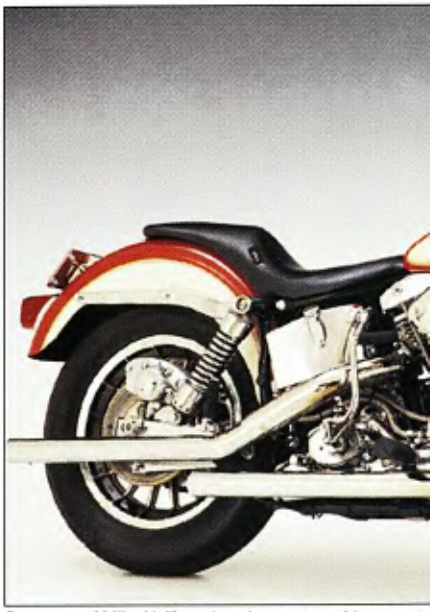

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Stabbed In The Back
Violated, stabbed in the back, used and abused—that's how I felt after learning what Richard Lester is doing. Our "Bikers' Rights" man, the AIM, NCOM guy, is suing Harley-Davidson in more than 20 cases. The reason—no leg protectors. Give me a break. I broke my leg riding a Harley. It was the cage driver's fault—not my Harley's. It's bad enough that these suits would raise the price of Harleys, but what about my right to ride without all that garbage on my bike?

Bill Skelton
USA

Richard Lester responds:

"Since founding Aid to Injured Motorcyclists (AIM) and the National Coalition of Motorcyclists (NCOM) over ten years ago, we have been dedicated to protecting motorcyclists' legal and legislative rights through our nationwide network of AIM attorneys and our 18-member NCOM board of directors, representing the cream of the crop in bikers' rights. AIM attorneys donate a generous portion of their legal fees from representing motorcycle accident victims back into NCOM to help build a united voice for motorcyclists in political affairs and legislative efforts. But in our zeal to protect our clients' legal rights, AIM has come under criticism for pursuing legal action against Harley-Davidson over design defects. Some feel these lawsuits promote mandatory leg protector laws, such as those being fought by our comrades in Europe. We felt we were doing our job. These suits were never intended to be misconstrued as "leg protector lawsuits," but in order to avoid even the ***perception*** *of a conflict of interest with the motorcycle rights movement we have supported both financially ($3 million over the past decade) and with legal expertise, it was immediately decided that* ***AIM will no longer accept this type of product liability case.*** *We will continue to provide the best legal representation possible for the injured motorcyclist, but we have no intention of pursuing any case that could possibly hinder the rights of all motorcyclists to ride free."*

—Richard M. Lester

Stone Cold Fox
Your December '96 issue was excellent! Raisin pie to the guy who found Christine to pose with the awesome cover scoot. She is one stone cold fox, and my three American bulldogs and I thank you for your offering. Things were looking pretty bad at work, but when I got your rag all that went by the wayside. Could we see and hear more about Christine? (Also, does she like American bulldogs? They're very rare and hard to find—just as she is.)

The Bulldog Man
Seattle, Washington

Say It Isn't Pink!
I was about to give up on you fuckers 'til I got my December issue and to my surprise came across *Electra-Glide History* (pg. 64). Raisin pie to M.F. Egan and all others who made this article possible. I just happen to own a 1960 Duo Glide, full dress, and a 1966 Electra-Glide, full dress—both in mint condition. The article was a breath of fresh oil and gasoline from the fuckin' custom Evos.

I have one question: What color is that 1962 Duo-Glide Panhead? It came stock on my 1966 Electra-Glide, so I left it that way. My bros break my balls and call it pink, but it isn't fuckin' pink. And it isn't red. What is it? Please ask M.F. Egan or H-D what that color is because I ain't changin' the color.

When it comes to pink, I see what Bandit is after in the February '97 issue—"Launching The Important Project." Now *that's* looking for the perfect set of pink.

Keep the Glides and big boobs coming, guys, because I renewed my subscription.

Rex
Florida Swamp

Two Questions
Where are all these people gettin' these little hat-helmets? I've looked in almost every (free) catalog and can't find any. I bought an "ultra-light" shorty helmet, and it looks almost ridiculous in comparison.

Also, how come there are no cool Tennessee bike events listed in the rag? Are Tennessee bikers doomed to either ride a million miles or have no social life?

Todd
Hendersonville, Tennessee

An Unhappy Reader
I've been faithfully subscribing to your magazine since issue #1. I sponsored the Streamliner both times and have generally enjoyed the contents—until about eight years ago. I figure eight years is long enough to see if a magazine is going back to its roots and yours has not. It no longer reflects my lifestyle of riding, not profiling.

It is with some sadness that I have made the decision not to renew my subscription when it expires. I know this probably won't get printed, but I'd like some sort of acknowledgment that this letter was received and read—a thank you, fuck you, empty envelope, whatever.

When you fit my lifestyle, I'll start subscribing again. It's been a long, strange, fun ride. Hope we meet again someday.

Mark C. Harrison
Covington, Louisiana

So, you finally sobered up?

Needs Helmet Info
What happened to the chart that showed helmet requirements? I've been out of the wind for three years and I'm back now.

Pete Tessier
Upstate New York

It'll be in the next issue (June 1997).

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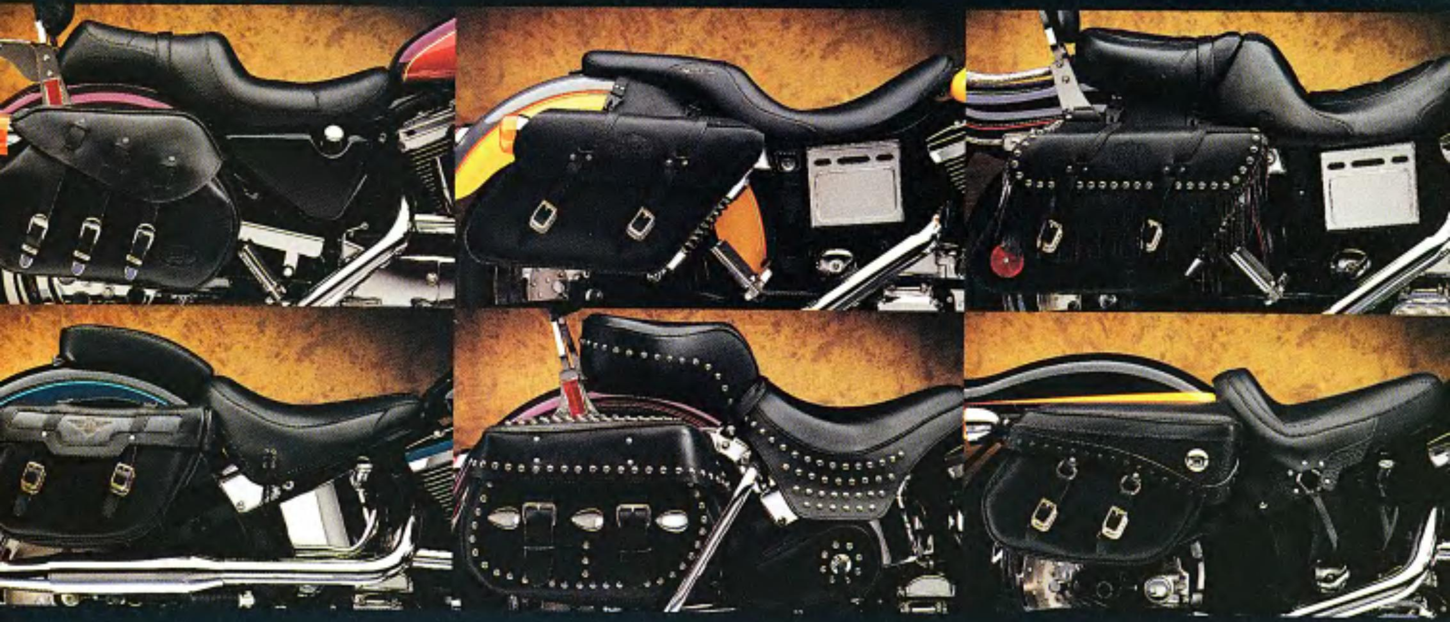

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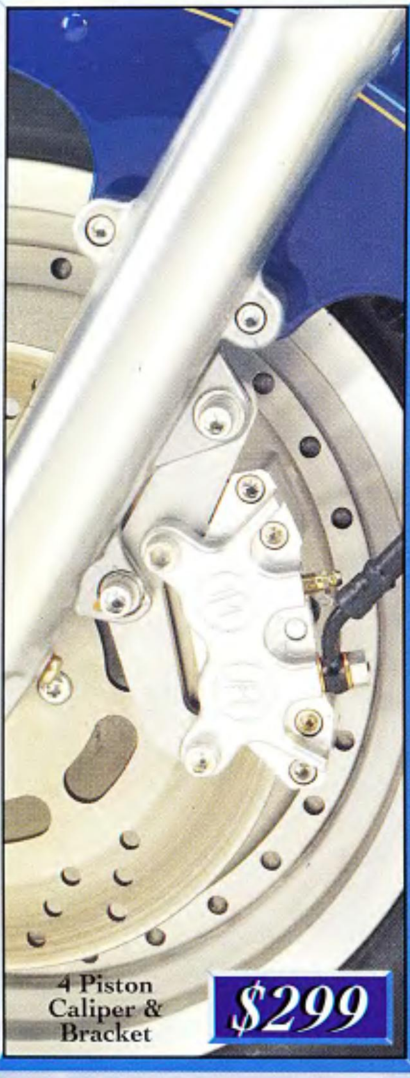

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Say It Ain't So

Once again, you guys fucked up. Why didn't your crew airbrush the cut lines on the plastic-titted bimbo on page 86 of the January '97 issue? Such a happy pose. I think your crew is thinkin' about plastic with yer small heads instead of what your mag's all about. That's all.

Tripod
Duluth, Minnesota

Shit—and we wanted to hear more.

A Beef

What the hell is going on in Milwaukee? These people think they can charge outrageous prices for bikes, leathers, parts, accessories, even the goddamn oil. Hey, Harley-Davidson, when these preppy assholes you are targeting fall off their bikes and scrape their knees, who's gonna buy your $800 leather jacket then?

There are also a lot of small shops trying to make a living selling aftermarket parts, customizing, buying and selling used bikes, and just doing what they love. Quit trying to put the little guy out of business. You guys should have more money than you know what to do with.

Get back to your roots and the people who made you famous, the ride-in-the-sun, -rain, -snow, my-bike-is-my-life, sleep-on-the-side-of-the-road, stuck-with-you-through-thick-and-thin people.

M. Boyd
Edmonton, Alberta

Word Of Appreciation

I know it was pure chance, but I appreciate the placement of the photo at the bottom of page 89 in the January '97 issue. The first name on the third line from the bottom of the Vietnam Memorial Wall is my uncle Billy Alpert Thompson. Thanks for recognizing all the brave men who were killed (or POW/MIA).

Michael Thompson
Lake, Mississippi

Déjà Vu

Thought you might be interested in a follow-up photo of a bike you featured in your June '89 issue—a trike owned by my brother-in-law, Mark Leathers.

After a couple of years riding and winning numerous bike shows, he parked it in his garage and got into building and showing custom cars. After several years, he thought someone should be riding the trike so he called me wanting to know if I'd be interested and made me a deal I couldn't refuse.

Well, I changed it around to suit my taste, put it back on two wheels, and made other changes. I've been riding and showing it, and it's won several shows in the midwest Illinois area.

Gaylan "Easy" Oros
Oreana, Illinois

A Pile of Shit??!!

After reading *Easyriders* and after a local dealer (Yamaha) invited me for a weekend ride on a Royal Star, the bug to ride bit. Upon looking for a used bike, it was soon obvious that the Harley was not just overpriced, but almost a pile of shit—not quite, but almost.

I settled on a 1988 Suzuki 750—2,000 miles, lots of chrome, and just $1,650. Tickles my ass when people comment on my nice Harley. Just ask and I'll forward you folks a picture.

Hogg
Albany, Georgia

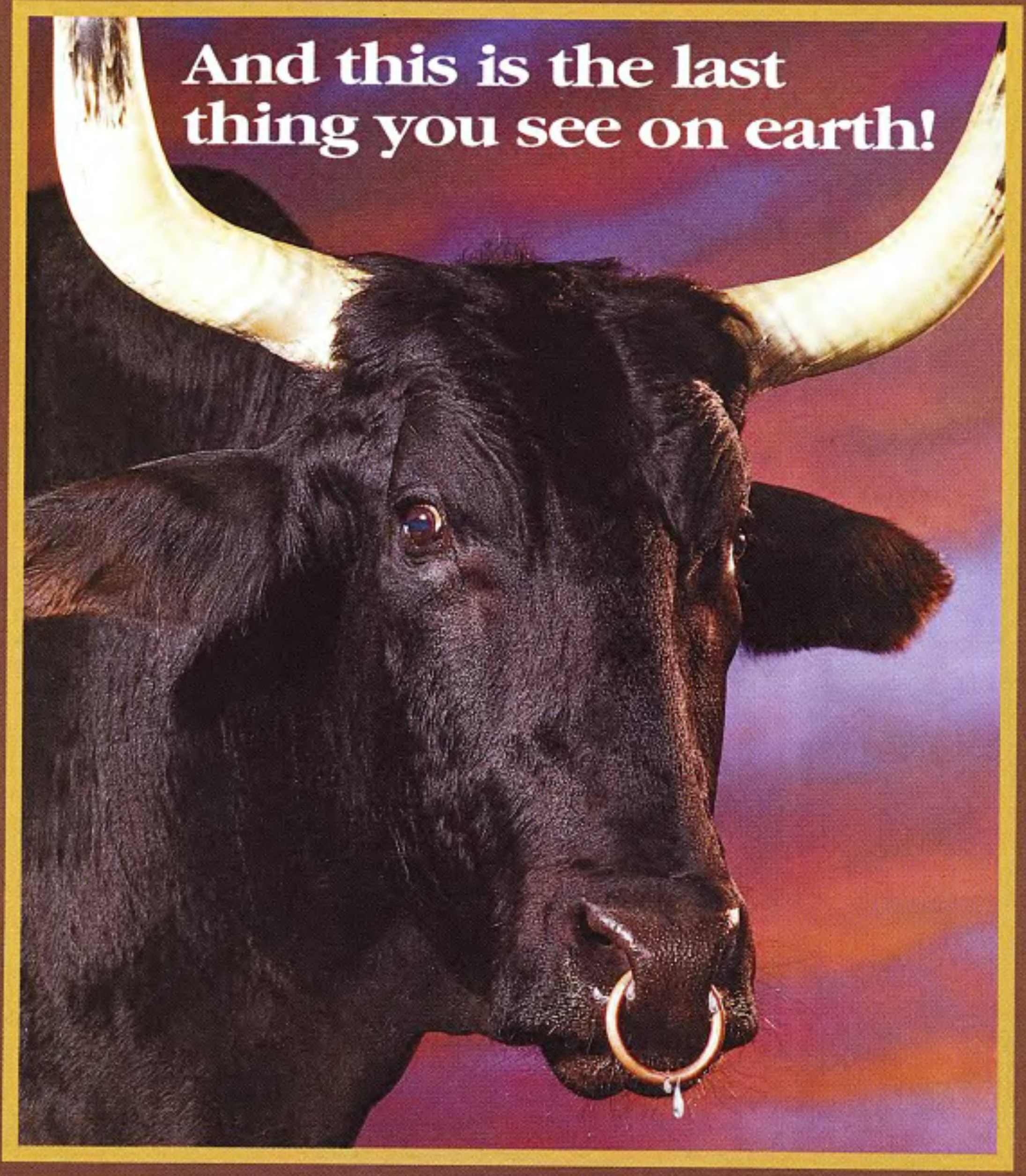
Thanks

Just wanted to take a minute to thank you for the years of entertainment. Beats a poke in the arm with a dull needle.

J.D. Hunt
Kalamazoo, Michigan

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the ... back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to Wordmonger, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The sunset is perfect. The road is smooth.



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I worry sometimes. I mean, I'm sure you do, too. Often, even the little things that you and I take for granted are foreign to others standing close, even speaking the same language and drinking the same brand of beer. Take, for instance, one night after work. I stopped by the grocery store on the way home to buy some Hamburger Helper and brown mustard in order to cook up some venison I had in the freezer, when I noticed all the beautiful women in the store checking out my basket to see what I could fix them for supper (if they were to up and leave their spouses). Then I realized that not every man on this green Earth knows the most opportune times to meet and seduce women. So let's chalk this up as a Flynch public service announcement.

Grocery stores! Geeze guys, even Cindy Crawford has to buy groceries, and when women are shopping, their guards are down. So when you use that really bad line, "Hey hot thing, that's not a manufacturer's double coupon in my pocket!" what they hear is, "Excuse me, ma'am. My name is Mace, and I was wondering if you might know of a good recipe using brown rice and Spam." They →

NO SPAM

SHOVELHEAD

MIKE NEIL'S MOVABLE FEAST

fall for that romantic crap every time, and the next thing you know, you're moved in, eating home-cooked dinners and wearing authorized *Easyriders* boxers on her sofa. It is a known fact that women who don't put out, don't buy groceries. Don't believe me? Ride on down to the nearest five-star restaurant and look in the window. See those women? See the men who are sitting across from them with that sickly look on their face? That's called blue balls, boys.

Now you're probably wondering what any of this has to do with the Shovelhead pictured here. Well, let me explain. Everybody knows that all men want out of life is to get laid or to

become instantly rich. (You women who are shaking your heads in disbelief that the man in your life is that unsophisticated, look over at him right now. See that innocent look of, 'Yeah, I wonder what the rocker arm ratio on that Shovelhead is?' Well, what he's really thinking is how great it would be if Pamela Anderson showed up at the door wearing nothing but an *Easyriders* tank top and a smile to announce that he'd just won the Publishers Clearing House sweepstakes.) But, like I was saying, I've been worried about a few Shovelhead-riding buddies of mine who are having a tough time getting laid lately, when it occurred to me that maybe this is

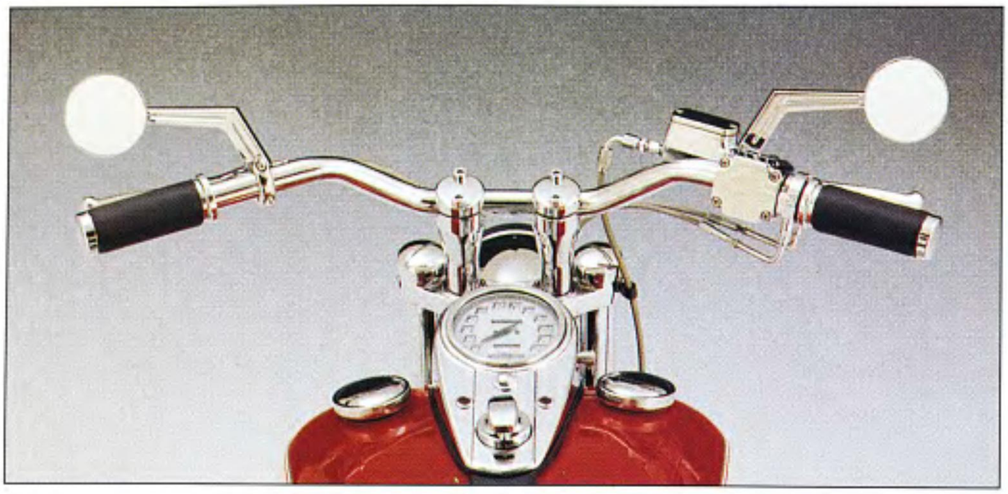
a cultural plight affecting only Shovelhead riders. My buddy, Ken, who rides a cool, '50s-style Shovel, the poor soul, spends all his time chasing strippers, but aside from the late-night waitresses at Perkins, he hasn't had a woman's companionship for ... Well, I won't embarrass a friend and tell the whole world the reason he doesn't use hot water isn't that he doesn't pay his electric bills. And my buddy, Earley, if it weren't for his annual bonejumping at the Chillicothe, Ohio, Rodeo with a barmaid from Campbell County, Kentucky, whose identity or description he won't reveal, well, let's just say he's not using that saltpeter to cure hams. →

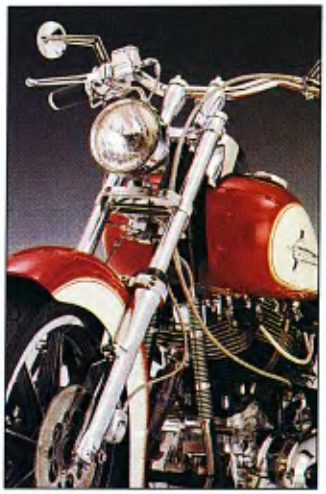
So, you figure that the owner of this Shovelhead must be having some hard times, too? (No pun intended). Well, actually, he's not. This semi-custom, semi-restored, semi-stock '78 Super Glide belongs to Mike Neil, who is a movie location director from Sherman Oaks, California. The scoot was taken apart piece by piece and carefully examined and rebuilt. Mike bought the bike new and simply rides the hell out of it. This is the Shovel's second overhaul.

This time out, he added a 93-inch S&S stroker kit, roller bearings for his fourth gear, a Headwinds headlight, and a beat-the-women-off-with-a-stick red and cream paint job by Mike Lisandro. Assembly took a month—almost too long ... something about the local grocery chain complaining that Mike was hanging out in the frozen food department asking the female customers how much frozen broccoli he could haul with his stroked Shovel.

One last thing, ladies. After you finish reading this article, run, don't walk, to your local grocery store; there are probably a lot of oily-jeaned, testosterone-burdened bikers wandering around—and that ain't a zucchini in their pocket!

—*Flynch*





Owner: Mike Neil
City: Sherman Oaks, California

General
Fabrication: Hi-Tech
Year and make: 1978 Harley-Davidson
Model: Super Glide
Value: $25,000
Assembly: Hi-Tech Custom
Chroming: Astro

Engine
Year and model: 1978 Shovelhead
Rebuilder: Marty Ruthman
Ignition: Dyna
Displacement: 93 cubic inches
Lower end: S&S
Pistons: forged
Cases: stock
Heads: ported and polished
Cam: Andrews
Carb: S&S
Pipes: White Bros. Porker
Modifications: balancing by Williams Motors, S&S air cleaner, chromed rocker boxes, hydraulic lifters

Transmission
Year: 1978
Modifications: Andrews gears

Paint
Molding: Fukin Milton
Painter: Mike Lisandro
Color/type: red and cream
Special paint: Mad Mike's Pinstripping

Frame
Builder: H-D
Type: swingarm
Modifications: chromed swingarm

Accessories
Bars: California Design
Fenders: Hi-Tech
Headlight: Headwinds
Taillight: stock
Speedo: CCI
Pegs: stock
Electrics: Hi-Tech
Gas tank: CCI
Oil tank: wraparound
Seat: Le Pera
Mirrors: Pro-One
Grips: Custom Chrome

Forks
Type: H-D narrow glide
Modifications: chromed

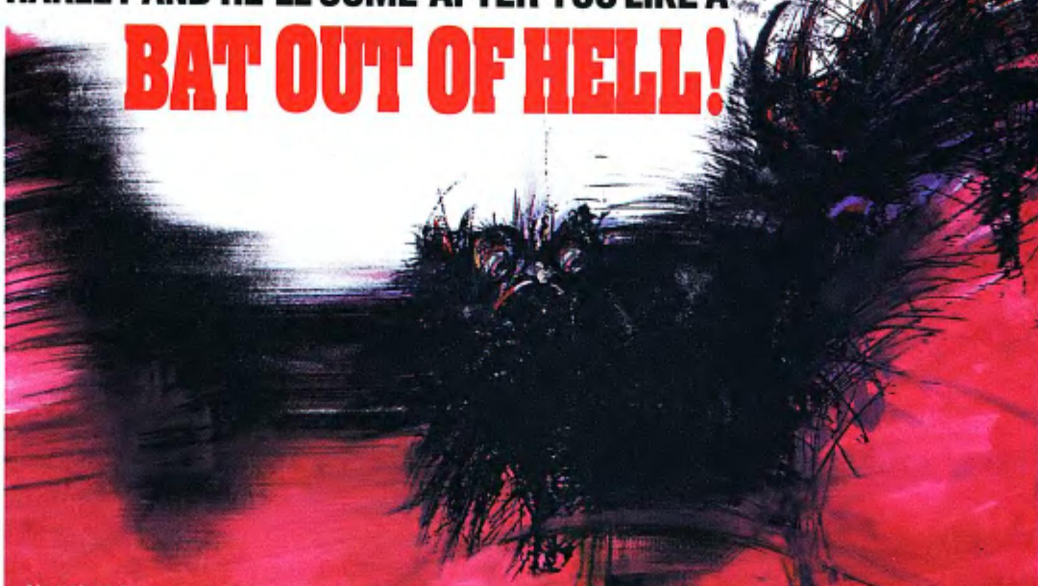
Wheels

Front
Type: H-D mag
Size: 16-inch
Tire: Dunlop
Brake: stock

Rear
Type: H-D mag
Size: 19-inch
Type: Dunlop
Brake: stock

Photos: Raiko Hartman

DEFILE AN OUTLAW BIKER BY STEALING HIS HARLEY AND HE'LL COME AFTER YOU LIKE A BAT OUT OF HELL!

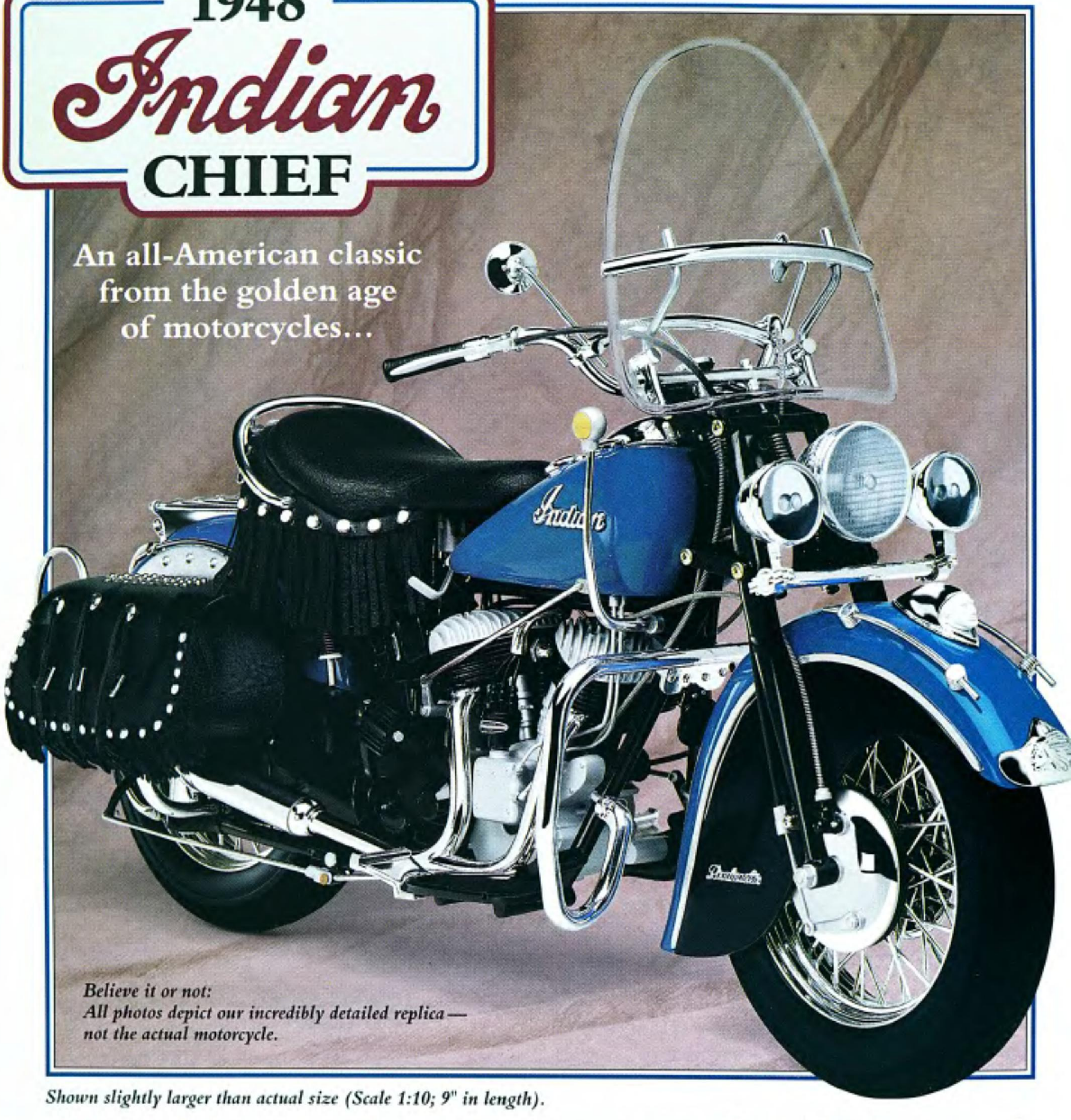


Not that long ago American frontiersmen were hanged for horse theft. The horse represented more than just transportation. It was the cowboy's only friend and companion. A century later, World War II warriors returning from rough frontiers did just the same for freedom and individuality—only this time on iron horses. Countless fools have learned the folly of fooling with a biker's bike. They run the risk of losing their lives. This book, PRIZE POSSESSION, tells of one such gory story. Looking for pulse-pounding excitement, suspense, uninhibited sex, and nonstop action? Then come along on a journey through the violent world of the outlaw biker. Whether you're the latter or a would-be scumbag bike thief, this book, PRIZE POSSESSION by K. Randall Ball, is a must-read!

Send your check or money order, made payable to 5-Ball, Inc., in the amount of $7.50 per book ($5.99 plus $1.51 postage and handling); $8.50 for Canadian orders ($6.99 plus $1.51 for P&H) to 5-Ball, Inc. Dept. 287, 2934 1/2 Beverly Glen Circle, Suite 410, Bel Air, CA 90077. Or fax your credit card order to (818) 995-8089. Include the type of credit card, number, expiration date, name on card, and authorized signature. Indicate the number of books ordered and the total amount. Include a name and address for shipping, and we'll get the damn book out to you quick.

1948 Indian CHIEF

An all-American classic from the golden age of motorcycles...



Believe it or not:
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Shown smaller than actual size (Scale 1:10; 9" in length).

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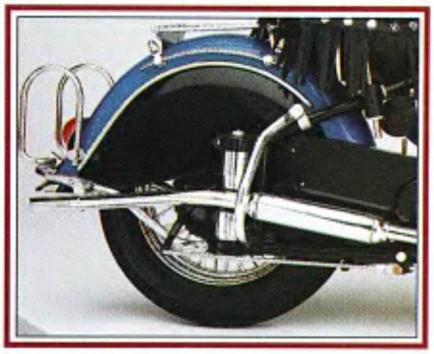

The exhaust system is chrome plated, the rear suspension is fully functional, and the chain turns with the rear wheel!

clutch and shift linkages, a real chain and sprockets that turn with the rear wheel, a removable windscreen, even a genuine leather-fringed seat that floats on springs!

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City ______________________

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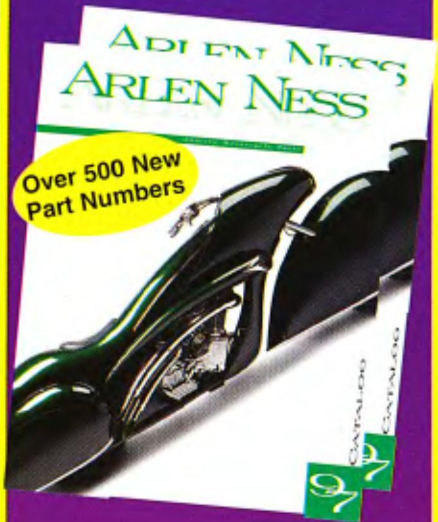

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State	Zip
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Home Phone ( )	Your Annual Salary $
Business Phone ( )	Other Income $
Employer Years there	Total Household Income $
Position	
Source of other Income	
* Alimony, child support, or separate maintenance income need not be revealed if you do not wish it considered as a basis for repayment.	

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Years employed there ____________

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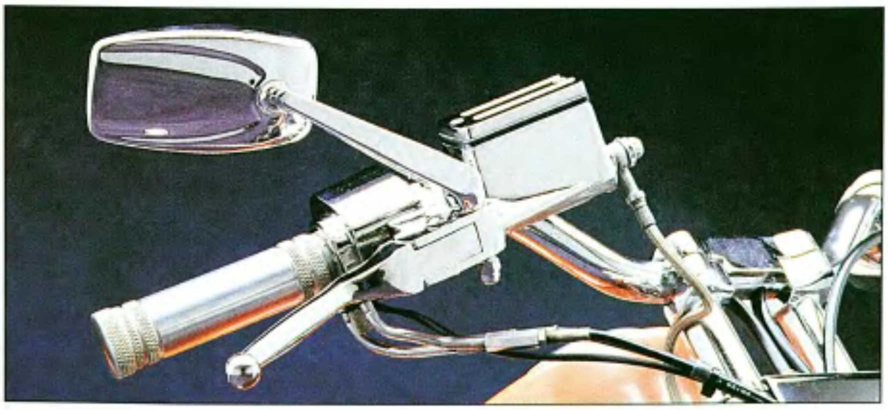
THE HIGHWAY LIFE IS NOTHING NEW FOR THIS 1996 JDF TOUR BIKE

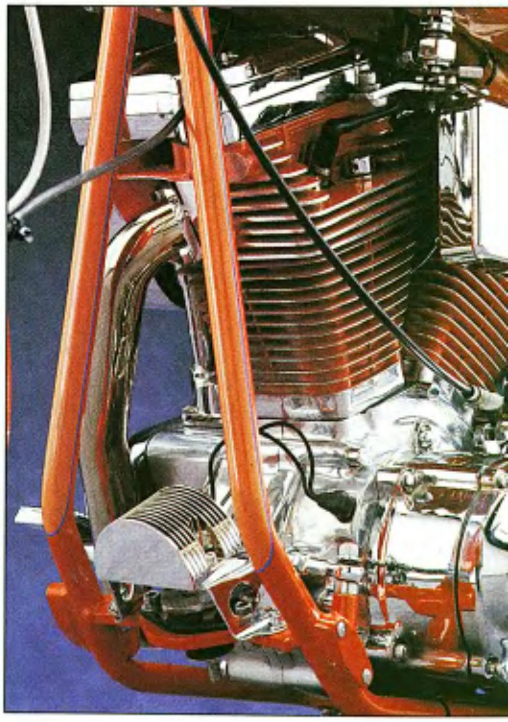
ONE FOR THE ROAD

Hey, another *Easyriders*/Juvenile Diabetes Foundation (JDF) sweepstakes is in the books, and, as always, everybody involved came up a winner. One extra-lucky ticket holder got to pick out a new bike for himself from a field of six custom scoots (generously donated by Myron Larrabee's *Easyriders* of Scottsdale, Harley-Davidson, Drag Specialties, Custom Chrome, Paughco, and White Bros.), the rest of us knew we did the right thing by participating in a worthy cause, with over $100,000 in JDF's name being generated to help→

eradicate the disease. Everybody involved came up a winner.

Well, one of those "special six" JDF dream bikes in last year's raffle was this salmon-colored beauty, put into the sweepstakes kitty by Custom Chrome. And since the big winner, Bud Jones, of Martins Ferry, Ohio, opted to ride home on the Harley Road King, Custom Chrome got to bring home its bike, too. It will now enjoy year-round riding action in Morgan Hill, California. And you can bet your last quart of 50-weight someone will enjoy its attributes. This ride is a well-pre-

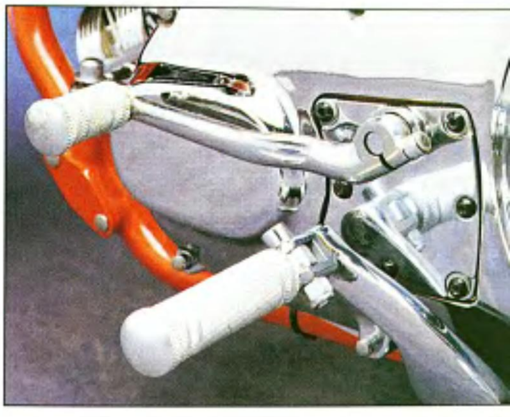




pared road warrior, able to duke it out in long and short runs.

Back in '92, Rick Doss, the customizing wizard of Danville, Virginia, put together the bike for Custom Chrome, and it looked much the same as we see it here. The mission then was to showcase CCI's new rubbermount 5-speed open-cradle frame, along with an assortment of other in-the-catalog RevTech pieces to trick out an FXR. And if the bike looks familiar, like maybe you've seen it somewhere before, you probably have, especially if you've made it to any of the big runs around the country. In addition to its travels for the JDF, appearing at *Easyriders* Rodeos, bike shows, and all the major events, this bike toured the States as part of CCI's traveling road show. For a solid two years this ride covered the land, spreading the word.

And when that promo gig ended, the bike, obviously, didn't. After a teardown and rebuild, it shipped out to Japan. Next job: Serve as the daily ride and demo piece for Custom Chrome's Japanese road rep. That went on for a year or so, and when CCI's man in the →



Orient came home, so did the bike. After one more top-to-bottom shop session, with anything and everything that needed attention or replacement getting it, the bike was brand-new again and ready, just maybe, to be given away in the JDF raffle. Only that didn't happen, so ...

Well, chances are we'll see this bike again, or at least some major parts of it. And we probably won't know it's the same ride. The CCI guys say these bikes, their corporate promo pieces, are used and then reused in at least two (but usually more) incarnations.

—J.K.

Photo: Scott Cunningham

Easyriders/Juvenile Diabetes Winner Bud Jones' wife, Edon, bought him five tickets for $10 in Butler, Pa. at the *Easyriders* Rodeo last July for a shot at a bike and to help find a cure for diabetes. In mid-October, he took a call from Clean Dean at the Rodeo Grand Nationals in Santa Rosa, Calif. Dean told Bud his name had been picked as the JDF winner. Bud, 39, and rideless at the time, was dubious, but chose the factory-customize Road King. It took four months, but the bike finally made it to Niedengard's H-D in Wintersville, Ohio. And Bud now, thanks to Edon, *rides!*

Owner: ....Custom Chrome, Inc.
City: ....Morgan Hill, California

General

Fabrication: ....Rick Doss /CCI
Year and make: ......Special Construction Harley-Davidson
Model: ....CCI rubbermount
Value: ....it's all in the catalog
Assembly: ....Rick Doss /CCI
Chroming: ....Custom Chrome

Engine

Year and model: ....1991 Evo
Rebuilder: ....Custom Chrome
Ignition: ....RevTech
Displacement: ....80 cubic inches
Lower end: ....H-D
Pistons: ....stock
Cases: ....factory
Heads: ....RevTech
Cam: ....RevTech
Carb(s): ....RevTech
Pipes: ....RevTech by SuperTrapp
Modifications: ....painted, RevTech air cleaner, CCI balancing

Transmission

Year: 1986 5-speed
Modifications: ....RevTech gears

Paint

Molding: ....none
Painter: ....Rick Doss
Color/type: ....custom mix salmon
Special paint: ....graphics, Rick Doss

Frame

Builder: ....Custom Chrome/Santee
Type: ....rubbermount

Accessories

Bars: ....Custom Chrome
Fender(s): CCI
Headlight: CCI
Taillight: ....Custom Chrome
Pegs: ....AC Precision
Electrics: 12-volt
Speedo: CCI
Gas tank: ....CCI fat bob
Oil tank: ....Custom Chrome
Seat: ....Corbin Gunfighter
Mirrors: ....CCI Mirage
Grips: ....Custom Chrome

Forks

Type: ....H-D FXR
Modifications: ....chromed

Wheels

Front

Type: ....RevTech
Size: 19-inch
Tire: ....Avon
Brake: ....H-D

Rear

Type: ....RevTech
Size: 16-inch
Tire: ....Avon
Brake: ....H-D

Photos: ....Mike Lichter, Scott Cunningham

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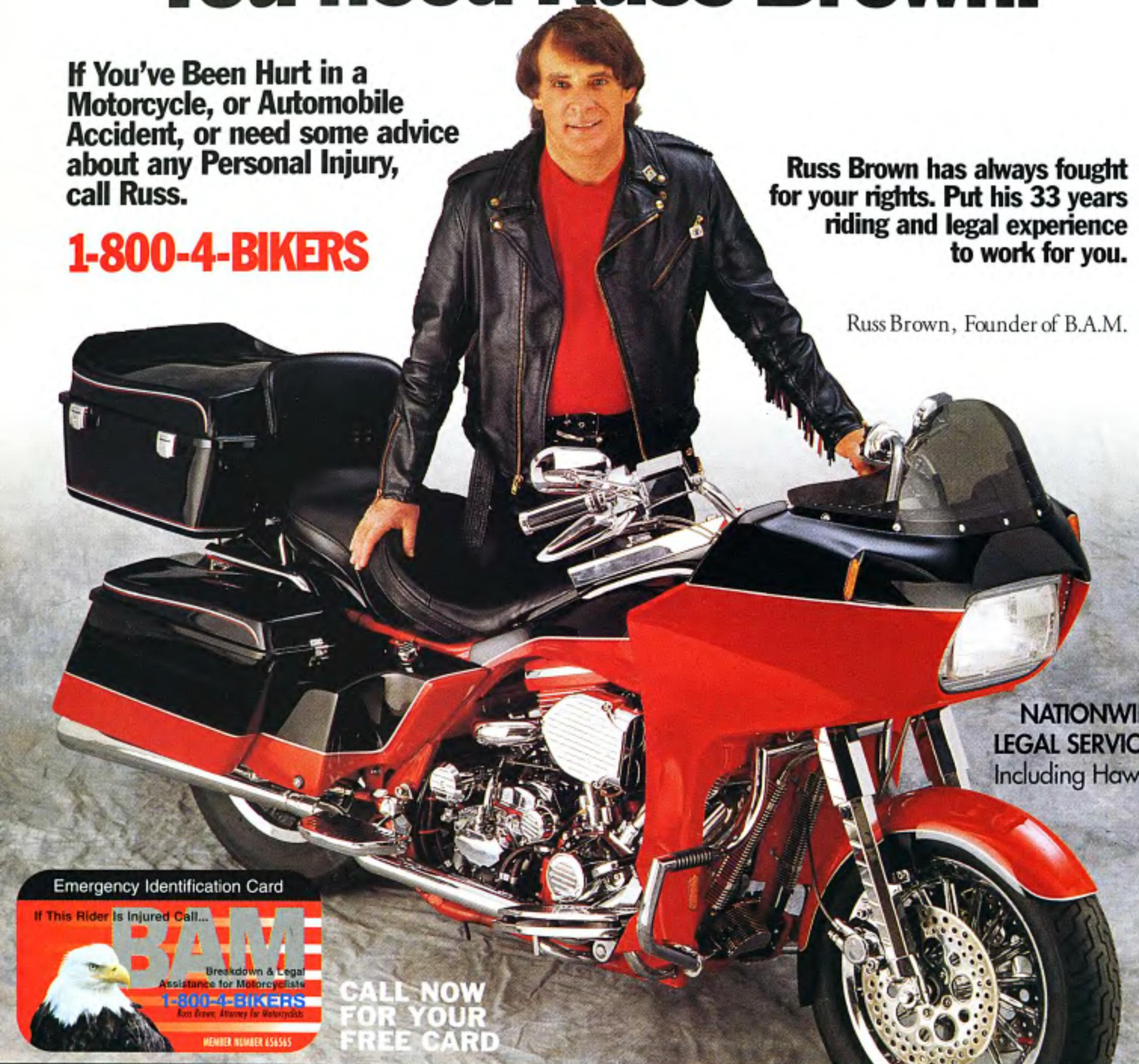

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IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT

THE ROAD OF LIFE
BIKER NEWS AND VIEWS

Taking Care Of Our Own

Last October 12, concerned bikers, citizens, and family members gathered at the Newbury Volunteer Fire Department, in Newbury, Ohio, for a benefit supporting Walt and Gloria Leagan, who were in a motorcycle crash that sent them both to the hospital in critical condition and left Gloria in a coma for a month. Walt discovered, after the fact, that his health care provider, Golden Rule, had attached a rider to their insurance policy excluding them from coverage if involved in a motorcycle accident.

But family and friends came to the rescue, putting a dent in the $300,000-plus medical bills that threatened to wipe out everything the Leagans had worked for, including Walt's machine shop and their home. In the end, with income from the benefit, matching grants from the Lutheran Brotherhood and other agencies, including ABATE/CMRO, Vietnam Veterans of America, Western Reserve Wings, Chapter D, and various mailed-in donations, more than $17,000 was raised to help offset Golden Rule's greed.

Photo: Dave Trebing

(L to R) U.S. Rep. Sherrod Brown, Walt and Gloria Leagan

Local politicians, U.S. Rep. Sherrod Brown and Ohio Rep. Dianne Grendell, stopped by to lend much-needed support to the Leagans and promised to take action on discriminatory insurance practices aimed at motorcyclists. The couple were overwhelmed by the outpouring of support and wish to extend their sincere thanks to all who helped.

If anyone can make a contribution the address is: Walt and Gloria Leagan Fund, Bank One, 12644 West Geauga Plaza, Chesterland, OH 44026.

—Dave Trebing, ABATE/CMRO

Sturgis Motorcycle Museum Raffle

Ticket sales are under way for the National Motorcycle Museum and Hall of Fame's 1997 raffle. First prize is a custom Softail complete with gold tank emblems and lots of chrome. Second prize is $500 cash; third prize is $250.

The Museum would like to thank the folks who provided the parts and made this bike possible: Ray Price H-D, Raleigh, N.C., supplied the stock 80-cubic-inch Evo and 5-speed tranny; Black Hills H-D, Sturgis, S.D., offered a discount on parts; Nempco, Guilderland, N.Y., supplied the Sundance frame and discounts on parts; and Auto Body Rebuilders, Spearfish, S.D., laid on the black urethane paint.

A $2 museum donation will get you one ticket; $5 donation will get you three tickets. The drawing date is August 9, 1997, 5 p.m. (during the Sturgis Rally & Races). Send your donation(s) in the form of a check or money order, including a self-addressed, stamped legal size envelope to: National Motorcycle Museum Raffle, P.O. Box 602, Sturgis, SD 57785. For more information call (605) 347-4875.

NCOM Convention

The 12th Annual NCOM convention will be held Mother's Day weekend, May 8-11, 1997, in Richmond, Virginia. Make your reservations by calling the Holiday Inn (804) 222-6450. Daily rates are $53 for a single/double. The Holiday Inn also provides a 24-hour shuttle service to and from the airport. For more info call NCOM: (800) 525-5355.

CYCLE Babble

Recently, I received an invitation in the mail to call CYCLE-GARD (an insurance policy underwritten by GEICO Indemnity) for a free quote for motorcycle insurance. It promised a "low annual premium" and offered a variety of discounts including those for mature riders and multi-bike owners.

After calling the toll-free number, I answered many questions but choked when asked, "Do you wear a helmet?" Fact is, no matter what the law in your state requires, this company will not insure you unless you tell them you wear a helmet at all times while riding your bike The supervisor I spoke with claimed that if I had only told him I always wear a helmet (had that been my first answer) I would have received full benefits if involved in an accident, and—get this—even if I were *not* wearing a helmet at the time. Really? Maybe CYCLE-GARD should consider changing its name to CYCLE-BABBLE!

I promised this helmet-lovin' supervisor (after he told me he would never ride his bike without a helmet even if it were legal where he lives) that I would pass this information along to my ABATE of Minnesota and Minnesota Motorcycle Riders Association brothers and sisters. Well, now I'm letting everyone know. If you want to let CYCLE-GARD know how you feel, give 'em a call at (800) 510-2290

—Electra-Glide Lin, ABATE of Minn.

FAT–ALITIES
WHERE THE REAL BURDEN LIES

According to former U.S. Surgeon General C. Everett Koop, the second leading cause of preventable death in the U.S. is obesity, with cigarette smoking being the number one cause. He points to 300,000 deaths per year that can be directly attributed to being overweight. Obviously, the deaths that ended up in this statistic were immediately caused by events like heart attacks, strokes, diabetes, and other obesity-related conditions.

The point is that we as motorcyclists, about whom the nose and butt-wiper league seems to be obsessively concerned, delivered up to the fatal hands of destiny only 2,130 of our brothers and sisters in 1995 (Insurance Institute for Highway Safety). This represents a four percent decrease from the previous year and a 31 percent drop since 1975.

Meanwhile, back in the kitchen (a major location of stupidity that cooks or smokes more than 50,000 people a year), Americans are getting fatter and fatter. But the Joan Claybrooks of the veggie set aren't storming the hall of power with insurance money hanging from their aprons, demanding that the government require mandatory duct tape across the mouths of citizens who are more than 20 pounds overweight.

I don't know, but doesn't it seem like if we are to be saved from ourselves, that the government would go after the greater dangers to our general well being? Smokers, drinkers, overeaters, tailgaters, and people who fall from ladders, are just a few who come to mind.

It's easier to target bikers, since we are an unpopular minority, than it is to point the finger at, let's say, Ted Kennedy (a moderately corpulent example), or Bill Clinton's romance with the Big Mac (among others). It's a little like smoking and drinking. There's big money and complex political relationships involved, not to mention the difficulty in persuading people who are engaged in a highly personal activity to comply with arbitrary mechanisms for salvation or starvation.

We pose little or no threat to the economy or anything else with the exception, perhaps, of the peace of mind of naive citizens. Over the last 10 years we have taken it upon ourselves to clean up our safety record, and no matter what the CODES study says, we are just as likely as anyone else in the hospital to carry insurance. It's time for the bureaucratic bleaters to start shifting the social burden where it belongs.

—Dave Trebing, ABATE/CMRO

HALL OF FAME
GIG HARBOR, WASH., ABATE

The Gig Harbor Chapter of ABATE of Washington, is a newly formed chapter made up mostly of old-timers with a strong sense of brotherhood and community. They received their charter last October. Starting with 12 members they now have 15 strong and involved members (and the numbers are growing) whose goal is to work within their community to help its citizens. Their mettle was tested early on.

Photo: James "Big Bird" Dennis

On Friday, November 6, "Nasty," the chapter's deputy coordinator, learned of a house fire in Tacoma involving a single mom and her three kids. They lost everything, as did the family living upstairs. Tacoma's Fire Marshal declared the house a total loss and determined the cause of the fire to be faulty wiring.

Not wasting any time, Nasty immediately notified chapter members, and they went to work. Clothes, toys, and school supplies soon began pouring in. By Friday night, members had located everything from silverware to curtains, to furniture, and even pictures for the walls. Several churches and social agencies jumped in to assist. BASH (Bikers Against Statewide Hunger) was a big help to the family with food donations (more on BASH at a later date).

The chapter members would like to thank everyone who answered their call to help this family in its hour of need.

We're happy to report that the mom and her kids are getting their lives back in order. The grandmother was in tears when she found out what "those bikers" had done to help her daughter and grandchildren. This is a classic example of bikers helping others when the chips are down. Congratulations to Gig Harbor Chapter for a job well done.

—Twiggy

ROAD TUNES

It's always so quiet in the desert just before dawn. The thunder of the bikes changed that in a hurry.

We had a long road ahead, and we needed an early start. With the first light of day shinin' in the rearview, we headed west. The cold air would soon turn warm. The highway was all ours at this time of morning ... all was right with the world. If I thought heaven would be half this good I'd probably change my ways. Here are three ways to feel the beat:

Get on the highway ... one more city ... one more mile.

One guy who can always be counted on to record some of the best hard-drivin' music on disc is Jimmy Thackery. *Drive To Survive* is the title cut off his newest release.

Thackery and his band are no strangers to life on the road. Their skills have been honed in countless juke joints over many years. Yeah, the music they play shows that they've done serious time in the real world.

Jimmy's tune was still goin' around in my head when I began to realize just how much a desert ride can melt you into a kind of vertigo. With the sun getting brighter and the road ahead perfectly straight as far as the eye could see, I truly felt as though the ride would never end...just open 'er up and let 'er roll. The ride will never end.

We'll keep rollin' on down the line ... way on down the line.

Another musician who has enjoyed an endless ride is Davie Allan. Where were you when you first saw the notorious biker flick *Wild Angels*? Well, his tune, *Blues Theme from the Wild Angels*, was a monster hit. That relentless reverb-fuzz guitar sound has always conjured up images of hordes of '60s choppers rollin' through Anytown, USA, when times were a lot more simple and the foundations of our lifestyle were still being laid.

Davie Allan is back with a new disc, *Fuzz Fest*. The graphics on the disc feature a spoked bike wheel—a perfect image for music that will take you back to the days of rigids and apes.

Finally, I've gotta recommend the straight-ahead rockin' blues of Joanna Connor. Her newest disc *Big Girl Blues* will blow you away. She can play guitar with the big boys and has a voice to match. So kick back, pop a coldie, and crank it up.

—*Bill Hayes*

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H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Customs, 5931 Van Nuys Blvd., Van Nuys
Orange County H-D, 2131 E. 1st St., Santa Ana
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
Easyriders of Hollywood, 7450 Melrose, Los Angeles
Easyriders of Fresno, 5191 N. Blackstone, Fresno
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 10419 Mills Ave., Montclair
South Coast Harley-Davidson, 345 E St., Chula Vista

Colorado
John's H-D, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Grand Junction Harley, 2571 Hwy. 6 & 50, Grand Junction
2 Wheelers M/C Shop, 1433 W. 38th Ave., Denver
Easyriders of Denver, 4090 E. Iliff, Denver

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H-D of Miami, 19400 N.W. 2nd Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
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H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
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Heaven Cycle, 7254 S. W. 40th St., Miami
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Savannah H-D, 6 Gateway Blvd. West, Savannah
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Chicago H-D, Inc., 6868 N. Western, Chicago
Walter's Bros. H-D, 1212 S/W Jefferson St., Peoria
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Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Iowa
Zylstra Harley-Davidson, 1930 E. 13th St., Ames

Kansas
Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy. 6801 Hedge Lane Terr., Shawnee
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Easyriders of Reno, 335 Kietzke Ln., Reno

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Kosco H-D, 1149 State Route 23, Kinnelon

New York
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 593 Violet Ave., Hyde Park
H-D of Hempstead, 4 Laurel Ave., Hempstead

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
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Blocker Enterprises, Rt. 248, Parryville

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Easyriders of Austin, 9325 Burnet Rd., Austin
Easyriders of Dallas, 9304 Harry Hines Blvd., Dallas

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Easyriders of Memphis, 5124 Poplar Ave., Memphis
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R&R Motor, Inc. SW #9, 2726 E. Black Lake Blvd., Tumwater
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Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
St. Croix H-D, 2060 Hwy. 65, New Richmond
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 41st and Velp, Green Bay

You got it—just make a purchase of $50 or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

SHORT STROKES
NEW YEAR'S NOTIONS

Hey, it may be early April when you slip this under your leather and casually stroll out of the liquor store, but as I write this it's the second day of the new year, and I'm excited. I've always been one to look on a new calendar with promise, if only for the number of belt buckles I plan to weld together in my garage, or to finally complete my latest project bike—whatever. A new year represents a new case of days to get shit done in, and I like that. Tex and I are completing my next book, I'm workin' on a couple of bikes, I built another motorcycle desk (it's at JIMS Machine), but what I'm lookin' forward to the most is the riding season. First there's an Arizona blast planned for February, then Laughlin and Daytona, the Redwoods, and Sturgis, just to name a few. I'm itchin' I tell ya, itchin' to hit the road. Let's get to the news, so we can all get back to rebuilding for the season ahead...**On the warm front**, we took a bunch of kids to a holiday lunch a couple of miles from the office at a new joint called Romano's Macaroni Grill. The dude at the door was sort of an ass and rude, so I jacked up the manager. We found out later the place was held up that morning and the robbers had roughed up the employees...**Here's an odd one**. Since 1994 Florida has issued handicapped parking permits to disabled bikers. According to the *Florida Times* all but 15 states offer motorcyclists the same permits. The problem arises when bikers ride into disabled parking spots. Even with the wheelchair insignia on their plates, other motorists give 'em shit about using the spots. We've all seen the citizen park in one of these stalls, get out of his cage, and jog into the store. Seems unfair. I generally find that I can park my bike wherever I want, because of the size and mobility of my scoot. If I had a plate, I'd only use it if absolutely necessary so another handicapped individual could have use of the full parking spot. Hey, but that's me...**And from the tech department:** Ground clearance is of utmost importance in handling. I'm working on a bike for the new riding season and researched the space between the frame (in the front and rear of the frame) and the ground. Here's the scoop: Mark's raked and lowered FXR 4 1/4-4 1/2-inch (too low); Kenny Boyce custom 4 5/8-4 1/2 (better); lowered dresser 5 7/8-5 3/8 (too high). I decided on 4 3/4 inches front to rear. I'll let you know the outcome. (Keep in mind if you're runnin' hard bags, you need more ground clearance.)...**Here's the final straw**. A guy was cited for excessive trash in his driveway, including an inoperative motorcycle. The bro insisted the scoot ran and he could start it up anytime he wanted, so the officer gave him a shot. He pushed it out to the street and tried kicking it over, but it failed to start. He asked the cop how he knew the bike wouldn't go, and the officer pointed to the gaping hole where the engine was once mounted and said that gave him a clue...

Next issue we'll print an exclusive update on the Indian saga. Seems the courts have cleaned up the names and trademarks and they're ready for the auction block. Find out the whole story right here next issue...**Good news**. A study evaluating the effectiveness of the California Motorcycle Safety Program confirms many of the benefits to training. The biggest drop in accidents was recorded for riders under the age of 18. Since the program's implementation in 1987, accident rates among young riders have plummeted by 88 percent...**From the college studies department**, *Motorcycle Consumer News* recently hauled a batch of helmets to Cal Poly's wind tunnel. After strapping helmets on Doreen's head (a mannequin), they discovered that the wind drag on a helmet is substantial. The only way to avoid the pain in the neck is to ride slow, real slow. Aerodynamic drag increases approximately with the square of the speed—double your speed and the drag quadruples. Increasing speed from 40-80 mph increases the drag by a factor of four and just going from 60 to 80 mph nearly doubles the aerodynamic drag. Open face helmets present more drag than full face units. **Regarding hearing**...They took the same helmets and tested them for hearing. In other words, how noisy a helmet is on a rider. The government rules call 100db, over a two-hour span, dangerous in the workplace. The MCN people believe that 100db is conservative, it should be 75. So at 60 mph with a full faced helmet, a rider is confronted with 97 to 101 db of wind noise or more...**Wow, the world is turned upside-down**. The attitude toward people in prison is, "If they're in, they should be punished." In other words, it's not enough to be incarcerated but now they should run laps daily and never see women nude until their release. And if they can keep 'em in prison, that's just fine. So maybe we're headed in the direction of the justice department in Tehran (Iran) where 28 teenagers have been arrested and sentenced. Their crime? Attending a party where Western music was played. Each was given 10 lashes with a whip and fined $33. Three of the youths were also given jail sentences...**And if they can't control us with law enforcement** and extended prison terms plus punishment, magnetic spikes are being imbedded along a 7.6-mile car pool lane of Interstate 15 near San Diego, Calif. Next August the lane will open for a week of hands-off test drives. Some 20 cars will blast down the highway, steered only by the vehicles' onboard computers. Some of the vehicles will use sensors under the bumpers to follow the trail of magnets. Others will have vehicle-based cameras and radar to feed steering information to the car-driving computer. It's heavy...**With that**, I'm headed to a warm bar for a few toasty Jacks. When the fuel hits the boiler, I'm riding into the night, cold or not, to find someone who will take the chill away. Remember, each sunrise represents a new day—make the most of it. Ride forever.

—Bandit

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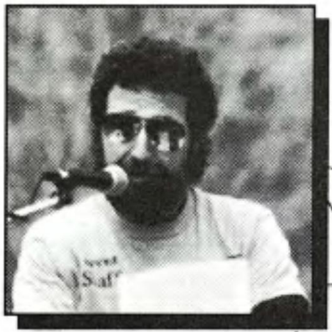

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MORE INSANE LAWS
WOMEN AND BIKES

Over the years, I've come to realize that whenever anyone feels inclined to say, "There ought be a law," there probably already is one. Most towns in the U.S. have harbored old and obscured laws in their statute books, and here are some examples involving women and motorcycles:

In Clearbrook, Minnesota, it's illegal for a woman with a bike to stand within 5 feet of a bar when she takes a drink in any waterin' hole serving alcoholic beverages on the Sabbath.

In Hickory Ridge, Arkansas, no female wearing a nightgown can be caught riding a motorcycle in public while in a deceased state. Huh?

In Wolf Point, Montana, women aren't allowed to speed on a motorcycle "lest they acquire a taste for racing." That's my kinda *Quick Throttle* gal!

Boisterous adults, as well as children, can be penalized in Lowes Crossroads, Delaware, should they "laugh out loud" at a woman riding her motorcycle to work.

Winner, South Dakota, has an unusual law on their books regarding the Sabbath. It seems that women who happen to be single, widowed, or divorced are banned from riding a motorcycle on Sunday.

You can be arrested in Florissant, Missouri, if "silly and/or insulting faces" are made at a woman when she's riding her motorcycle to work.

In Old Furnace, Massachusetts, a woman cannot be heard whistling while repairing her bike on the Sabbath.

You can't flirt in Moosehead, Maine, because it's unlawful for any female person on a bike within the city limits to wink at any male person with whom she is unacquainted with.

And from Wellsboro, Pennsylvania: "Any woman who shall wear, while riding a bike in a public place, any device or thing attached to her head, hair, headgear, or hat, which device or thing is capable of lacerating the flesh of another person with whom it may come in contact and which is sufficiently guarded against the possibility of doing so, shall be adjudged a disorderly person." Is this the answer to mandated helmet laws?

A reader from New York sent this to us and left no return address so we can't give proper credits. But, it's definitely worth a few chuckles.

LORENZO LAMAS
RIDE FOR LIFE

The Lorenzo Lamas Ride For Life, to benefit the World Children's Transplant Fund, is scheduled for Sunday, April 6. The ride will originate from Glendale Harley-Davidson and end at a barbecue and concert at Calamigos Ranch in the Santa Monica Mountains. An estimated 5,000 bikers are expected to participate in the ride including many celebrities.

A $35 per person registration fee includes registration festivities at Glendale H-D, admission to Calamigos Ranch, a barbecue lunch, free concert, a commemorative pin, and raffle ticket for a variety of prizes.

Robby Krieger, former guitarist and songwriter of The Doors, will headline the concert at Calamigos Ranch with his new band. Special guests are expected to join Krieger and additional acts will be added to the concert lineup which will begin at noon.

For info call Annet Peairs at Roland & Associates: (818) 509-3080 or Cynthia Parks of the World Children's Transplant Fund: (818) 905-9283.

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For information or advance registration,
call *(818) 905-9283*

DON'T TREAD ON IT

OUR FIRST FLAG

Photo: Twiggy

We need your help to promote the use and appreciation of our nation's first flag, the "Don't Tread on Me" flag, that features a rattlesnake as its logo. In 1754, Benjamin Franklin and the early colonists compared themselves to this creature who only strikes when threatened or molested. The results of a rattlesnake's attack are swift, silent, and deadly. This symbol brought our country from "disunity to defiance into the USA!" Then, as now, we need to fire up that good, old-fashioned, red-blooded American patriotic spirit.

We're now, faced with excessive government from Big Brother in Washington, D.C. Our ancestors had to risk their lives in the fight to restore their rights. With their example, we can take back our government and defend our rights through spirited debate, dedication to public service, and the ballot box. We have the tools to defeat government of the bureaucracy, by the bureaucracy, and for the bureaucracy every election day.

This is the message Wisconsin State Senator Dave Zien worked so hard to deliver in his campaign to be the first biker elected into the U.S. House of Representatives. But his undying efforts were thwarted by those who believe in big government and think they know what's best for us.

Your contribution will give you a Don't Tread on Me flag, place your name on our letterhead, and help to retire the debts from Dave's congressional campaign. It costs a lot of money for a regular person with a family to run for Congress. Unfortunately, Dave and his wife, Sue, do not have the money to absorb this debt. We need your help!

Letterhead sponsor costs are as follows: gold $1,000, chrome $500; steel $100. As a Letterhead sponsor you will receive your flag, regular updates of our efforts, along with facts about America's flags and prominent places that display them.

Through the "Don't Tread on Me" movement, we have an opportunity to restore a critical piece of our history as Americans and patriots. We can restore pride in the creation of the greatest nation on Earth and remind our citizens of their duty to become involved in our own government.

You can receive a 2-foot x 3-foot flag for $30 or a 3-foot x 5-foot flag for $50. All contributions for flags or membership *must* be personal checks made out to Zien for Congress, P.O. Box 307, Cadott, WI 54727. Thanks in advance for your support.

—Patrick Bischel, Gordon Rohde, Michael F. Hupy, Tom Larson

ROLLING THUNDER 10

On Memorial Day, May 26, 200,000-plus motorcyclists will arrive from all parts of the country and meet at the Pentagon for Rolling Thunder/Run to the Wall. At noon they will take a ride through Washington, D.C., to the Vietnam Veterans Memorial to pay their respects to the soldiers who fought in that war, and to demand an account of all the POW/MIAs abandoned by our government.

All money raised will support the POW/ MIA issue and help disabled vets. Artie Muller and Don Luker are the organizers. Artie can be reached at (908) 369-5439, Don at (908) 904-0373.

The Run to the Wall will start at the TA Truck Stop, at the intersection of I-15 and I-10 in Ontario, Calif., on May 14 at 9 a.m. They will be meeting up with riders in all states from California to Washington D.C. For times and dates of departure along the way call Bungee (209) 542-1708.

Following is a list of contacts:

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Gil	(514) 429-5418
Connecticut	
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Indiana	
Buzz	(317) 467-9361
Kentucky	
Greasy	(606) 674-6799
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Tom	(616) 947-8126
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Garb	(314) 462-2467
New Hampshire	
Bob	(603) 622-2461
New Jersey	
Artie	(908) 369-5439
Don	(908) 904-0373
Casino	(609) 652-5831
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LA	(505) 881-7318
New York	
Joe	(718) 389-3939
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Reid	(518) 868-9922
Jim	(914) 754-7167
North Carolina	
Phil	(919) 693-3039
Ohio	
Doug	(614) 256-6403
Pennsylvania	
Jake	(610) 935-1846
Tennessee	
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Wisconsin	
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ARKANSAS
Run-What-Ya-Brung
Motorcycle Drags
Date: May 10-11
Place: Centerville
Info: (501) 888-1112

CALIFORNIA
Jus' Brothers MC Poker Run
Date: April 19
Place: Dick's Bar & Grill, Crowslanding
Info: (209) 463-5347

Pacific Coast Dream Machines
Date: April 27
Place: Half Moon Bay
Info: (415) 762-2328

Freedom Rally
Date: May 5
Place: Sacramento State Capitol
Info: MMA (916) 442-4727

Bikefest
May 23-26
Place: Mariposa
Info: MMA (916) 442-4727

CONNECTICUT
SuperRide
Date: May 3
Place: Moodus
Info: (860) 285-8948

FLORIDA
Daytona Bike Week
Date: February 28-March 9
Place: Daytona Beach
Info: (904) 255-0981

Southern Il, Wall South Run
Date: May 23-26
Place: Pensacola Fairgrounds
Info: (904) 478-7896

ILLINOIS
Marble Run
Date: opens April 4 (ends Oct. 4)
Place: Edwardsville
Info: (618) 224-9180

M/C Show & Parts Extravaganza
Date: April 13
Place: Belle-Claire Fairgrounds, Belleville
Info: (319) 462-6011

Iowa/Illinois M/C Awareness Ride
Date: May 3
Place: Moline
Info: (319) 391-0944

INDIANA
ABATE Region 5 Swap Meet
Date: April 6
Info: ABATE: (317) 422-8040

ABATE Region 4 Swap Meet
Date: April 20
Info: ABATE: (317) 422-8040

KANSAS
Bros. of the Third Wheel Meeting
Date: second Sun. of each month
Place: The Freebird, Wichita
Info: (316) 744-0766

Spring Lake Run
Date: May 3
Place: "Big Red" Hiney's, Dorrance
Info: (913) 666-4377

MAINE
Weekend Behind the Barn
Date: May 23-26
Place: Grant's Farm, North Saco
Info: (207) 282-6968

MICHIGAN
Giant Swap Meet
Date: April 13
Place: Detroit State Fairgrounds
Info: (616) 941-0815

Giant Swap Meet
Date: April 20
Place: Grand Center, Grand Rapids
Info: (616) 941-0815

Giant Swap Meet
Date: April 27
Place: IMA Arena, Flint
Info: (616) 941-0815

Helmet Protest
Date: May 11
Place: Capitol Building, Lansing
Info: (810) 693-6068

MISSOURI
Mid America Freedom Rally
Date: May 23-26
Place: Buckhorn
Info: (573) 761-3992

Motorcycle Show & Swap
Date: April 10
Place: University Plaza Trade Center, Springfield
Info: (417) 739-4940

NEVADA
Laughlin River Run
Date: April 18 - 20
Place: Laughlin
Info: (909) 340-0096

Bros. of the Third Wheel Meeting
Date: first Wednesday of each month
Place: Road House
Info: (702) 435-6321

NEW HAMPSHIRE
Bros. of the Third Wheel Meeting
Date: third Friday of each month
Place: Peter's Pub, Tilton
Info: (603) 528-1105

NEW YORK
Iron and Ink Cycle & Tattoo Tour
Date: April 12
Place: Plattsburg, Crete Civic Center
Info: (518) 346-0521

Tattoo '97
Date: April 12-13
Place: Holiday Inn, Rochester
Info: (716) 262-4444

Am-Jam
Date: May 30-June 1
Place: Sunshine Fairgrounds, Cobleskill
Info: (518) 346-0521

NORTH CAROLINA
Spring Cleaning Party & Pig Roast
Date: April 19
Place: Easyriders of Greensboro
Info: (910) 292-4262

OHIO
ABATE Reg. 0 Cajun Party
Date: April 6
Info: (330) 654-2761

ABATE Reg. 3 Birthday Party
Date: April 26
Info: (419) 394-4392

Farrow's H-D 85th Anniversary
Date: April 26-27
Place: Farrow's H-D, Columbus
Info: (614) 228-6353

1st Annual Buckeye Bash
Date: May 30-June 1
Place: Buckeye Lake, KOA
Info: (614) 928-0706

OKLAHOMA
Bros. of the Third Wheel Meeting
Date: first Sunday of each month
Place: Skyline Restaurant, OKC
Info: (405) 672-5173

PENNSYLVANIA
Motorcycle Swap Meet
Date: April 5
Place: Perryopolis Auto Auction Bldg.
Info: (412) 379-4816, (412) 348-5364

SOUTH CAROLINA
57th Annual Myrtle Beach Rally
Date: May 14-17
Place: Myrtle Beach
Info: (800) 356-3016

SOUTH DAKOTA
Flatlanders Swap Meet
Date: March 8-9
Place: Ramada Inn, Watertown
Info: (605) 886-8023

TEXAS
Spring M/C Expo, Show, Swap
Date: April 13
Place: Arlington Convention Center
Info: (972) 216-5520

VIRGINIA
Valerie's Memorial Run
Against Child Abuse
Date: May 16
Place: Winchester
Info: (352) 237-7514

WASHINGTON, D.C.
Rolling Thunder 10/Run to the Wall
Date: May 25
Place: North Pentagon Parking Lot
Info: (209) 542-1708

WYOMING
M/C Show & Swap
Date: April 5
Place: Fairgrounds, Casper
Info: (307) 237-6886

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Orange County Fairgrounds
Middletown, New York

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Solano County Fairgrounds
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To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214

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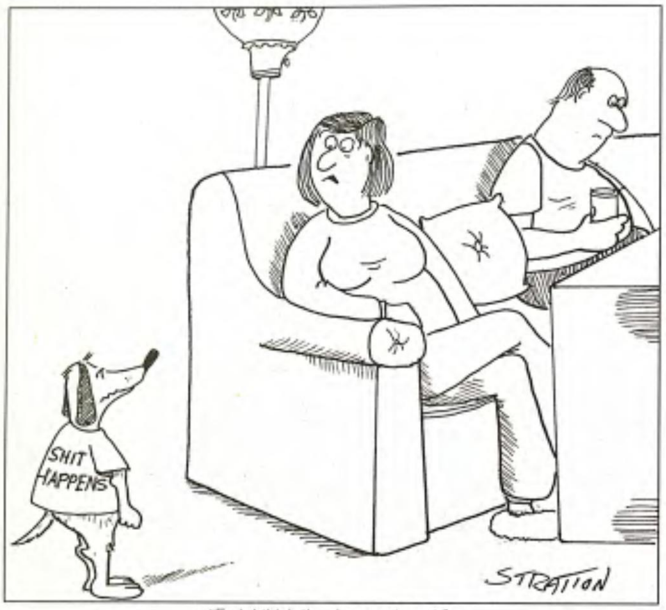
PASSING GAS



"Earl, I think the dog wants out."

"He's my gynecologist."

Pinocchio's girlfriend was complaining that he was giving her splinters during their lovemaking, so the wooden puppet sought out the old carpenter who'd made him and asked for his advice.

"Emery sandpaper, my boy," the aged carpenter told him. "Use some fine emery cloth on your woody—no pun intended—and I guarantee everything will smooth out nicely."

A couple of weeks later, the old carpenter spotted Pinocchio skipping happily down the road and asked him, "So, how are you getting on with the girls now, Pinocchio?"

"Girls? Who needs girls?" said Pinocchio.

Big D Brown
Fun Town

Before Bruno was to leave on the club's annual run, he took aside a prospect who couldn't make the ride and pressed a key into his hand. "You know how jealous I am about my ol' lady," Bruno told him. "So I've locked her in her room, and this is the only key. It must never leave your hand until I get back, bro."

The prospect said, "No problem," and Bruno took off with the pack. But about five miles down the road, here came the prospect, hauling ass to catch up, pulling up beside Bruno and gesturing frantically. "Hey, Bruno!" yelled the prospect. "Ya left the wrong fuckin' key, man!"

Klingon
The Empire

"Canook, must you always begin foreplay with that damned de-icer?"

Two jerseys were lying in a green meadow in Southampton, England. "So what do you think about this Mad Cow Disease?" asked one bovine of the other.

"Who bloody cares?" replied the other jersey. "I'm an elephant!"

DeeCee
Ogden, Utah

How is walking across the Grand Canyon on a tightrope and getting a blowjob from Miraculous Mutha alike?

Looking down will scare the shit outta ya!

Mike Sevier
Tucson, Ariz.

Graffito spotted in a Houston hotel bathroom, over the dispenser for sanitary toilet-seat covers: "Free Cowboy Hats!"

Greg A. Figel
Marquette, Mich.

What's the difference between a golf ball and a woman's G-spot?

A bro will spend 15 minutes looking for the golf ball.

Sandman
The Colony

Definition of *Yankee:* the same thing as a quickie, only you're all alone.

Toadman
Mayberry RFD

Panhead Pete had already downed several shots of whiskey in rapid succession before his club president asked him, "Hey, what's up, bro? You act like you're tryin' to drown your problems."

"Sure am," said Panhead Pete.

"I hear ya, bro," said the prez, "but it usually doesn't work, you know."

"You got that right," nodded Panhead Pete in agreement. "I can't even get Amanda anywhere near the water."

Risky
Taking Chances

Mad Mike went to the clinic with bags under his eyes and told the physician, "Doc, ya gotta help me—I've got such a terrible cough that I haven't been able to sleep a wink at night for the last two weeks."

"I see," said the doctor. "Listen, I want you to eat an entire package of Ex-Lax every night about an hour before bedtime."

"Ex-Lax?" asked Mad Mike. "How the hell can that help me?"

"You'll be too terrified to cough," said the doc.

The Midget
Staying Strong

What's the best way to go bald? Doing U-turns under the sheets.

Houdini
Uncuffed

"As much alcohol as Juicer drank, you'd think they'd have had more sense than to try crematin' him!"

All eyes turned to stare when the gorgeous hardbelly walked buck naked into the costume party. The alarmed host, not wanting the cops to raid his party, rushed over to the babe and asked her where the hell her costume was.

"This is it," replied the nude chick calmly. "I'm Adam."

"Adam?" exclaimed the host. "But you don't have a penis!"

"Hey, I just got here," she said. "Give me a few minutes."

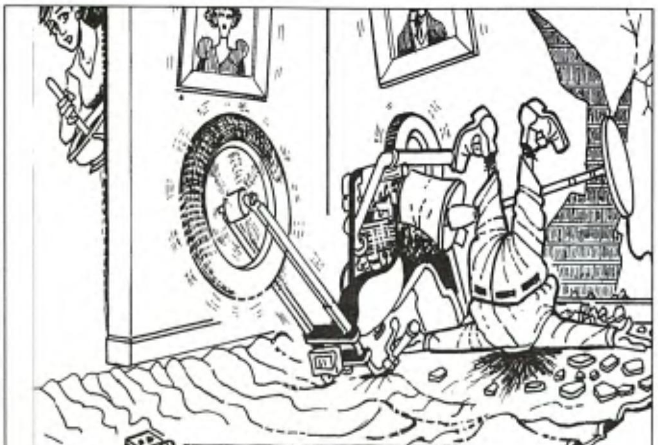
Dave's
Not Here

The employment clerk, checking over the blonde's application form, was amazed to note the figures 134 and 142 in the spaces reserved for "Age of father, if living" and "Age of mother, if living."

"Excuse me, Miss, but are your parents really that old?" asked the surprised clerk.

"Nope," answered the blonde primly, "but they would be, if living."

Buzz
Colorado Springs,
Colo.



"That you, Charley?

"If you rub Alladin's lump, he'll grant you three wishes."

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

TALKING TECH

DICEY DETAILS

My bike has a springer front end, but until I saw the August '95 cover bike, the "Dicey Knuckle," I wasn't sure what type of springer it was. After seeing the cover, I realized it was modeled after an XA front end. It has the same lines as the Dicey Knuck. Maybe it is an XA front end with longer legs. Was there ever such a thing?

Here's my problem: The Massachusetts Registry of Motor Vehicles requires a front fender that covers at least 1/4 of the circumference of the front tire. No fender, no inspection sticker. Does anyone make a fender or fender mounting system for an extended version of the springer XA front end?

On the Dicey Knuckle, there's a hidden Performance Machine dual-disc setup on the springer front end. Is this something they offer to the rest of us?

Steve Tucker
Milford, Massachusetts

XA front ends were produced in limited numbers for the shaft-driven XA military models; they were 2 inches longer than their civilian counterparts. Your best bet for something this rare is to hit as many swap meets as possible. Companies such as Sundance (407-636-3044) and Pat Kennedys Custom Cycles (520-457-2237/800-331-9903), manufacture their own springer front ends, and will also custom make them to your exact specs (dual or single disc).

Concerning the super-trick dual-disc setup on the Dicey Knuck (which was built by Milwaukee Iron, 804-845-7688) turn to page 98 of the March '95 issue (#261). There's a whole article on how it was done, including a layout of all the Performance Machine parts used. Also, KüryAkyn makes a fender mounting system for stock springers.

BLOWING OIL, PART 2

In your October '94 issue, there's a Tech Tip on page 126 called "Blowing Oil." You've listed a part number to solve the problem, but no brand name or company. Could you shed some light?

Steve Mitowski
Scuylerville, New York

The manufacturer is S&S. The parts themselves are cylinder head vent fittings. If you have an older S&S catalog, the old part number was #334.

CONVERSION QUERY

I have an '82 Shovel FXRS. What do I need to do to put on an FLH front end?

J. B.
Manito, Illinois

The job will require some machining. You'll need to install the trees onto the frame, then mark where the excess metal must be machined out. The steering lock must be removed during this process, but it can be relocated and welded back to the tree. Also, the steering stop on the frame itself has to be removed. The Custom Chrome catalog will furnish you with all of the part numbers necessary for this conversion.

FLATHEAD FRENZY

I was reading your October '96 issue and fell in love with Terry Wood's 1942 45 Flathead (pg. 140, "Readers' Rides"). My bro Tramp had a similar frame, but the spring setup was smaller, and it was a Sporty 1000. Where can I get one of these frames? Also, can you change the heads on a 45 to a Pan, Shovel, or other?

James Miller
Beeville, Texas

Near as I can tell, the frame is from a 1946-1948 BSA Star Twin model. Makes sense, since the story on Terry's bike says it started out as an early BSA/Triumph hybrid. A number of manufacturers and frame builders have made versions of this frame, but I think they've all faded into oblivion. Go to swap meets and get some copies of European bike rags and check the classifieds. Keep in mind that the frame had plenty of work done to it by its owner. The easiest and most reliable plan would include installing a complete Pan motor. Anything else would take extensive machining.

NEKKID SPEEDO

Who made the speedo with the nekkid honey on Cliff Grayson's '54 Pan in your August 1996 issue?

Calvin Everts
Camp Hill, Pennsylvania

The design on the speedo is actually a cover, made by Way Cool Industries, that is installed over the existing face of your speedo. The design, Babe 1, is available through CCI (#36-723) and Drag Specialties (#DS-243935). Grab their catalogs and check out the whole selection.

FORKIN' PROBLEMS

I want to put stock Dyna Low Rider forks on my '96 Dyna Super Glide and extend the natural rake from 28 to 32 degrees. Is there a quality fork tree to do the job, or is this idea not a good one to pursue?

Mark
Cimarron, New Mexico

Man, are you in luck. Right now, I'm workin' on an Easyriders *billet triple tree guide, and there are several companies in it that should be able to help you out. You want a 4-degree increase in the fork angle, and with a set of raked trees or adjustable trees, you could get the added rake without heavy frame surgery or replacement. Machine & Design in Illinois (630-858-6416) specializes in raked trees and offers 36 different combinations of trees for any H-D from '48 on. And, of course, there's Pat Kennedys in Tombstone, Arizona (520-457-2237). Pat manufactures adjustable trees that allow you to set the fork angle you want, exactly the way you want.*

BRAKE 'N' SPROCKET

On page 11 of your December '96 issue, there is a really clean scoot with a double-duty brake rotor/chain sprocket listed in the spec sheet as "Tolle." How can I get in contact with this company?

Crushy Craig
Kansas City, Missouri

I have a catalog from a company called Slater Bros. that sells this caliper and rotor/sprocket. It's made by a Swedish company called ISR that is well known for its racing brakes and an awesome 6-piston one-piece billet aluminum caliper. ISR makes a complete line of brakes, rotors, and even hand controls for custom Harley applications, and the boys at Slater Bros. can help you out. The rotor/sprocket comes in two sizes, 46-tooth (#23-460-01) and 48-tooth (# 23-480-01). The caliper you'll need is #22-026-0A, also an ISR piece. Contact Slater Bros. for a catalog and all the info you'll need to get set up: Slater Bros., P.O. Box 1, Mica, WA 99023; (509) 924-5131, (509) 928-0918. ⊙

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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F.I.G.H.T.® UPDATE

Biker Blues
In The Evergreen State

The F.I.G.H.T.® goes on. We just received this letter from our pal Ed Alden, attorney and thorn in the side of Washington state helmet advocates.

Greetings from Washington, where it is too cold to ride...and if it weren't too cold, there's too much snow on the ground anyway. In any case, it is probably just as well because if you *did* ride in the state of Washington, you'd be required to wear a helmet, at least for the foreseeable future.

As of December 17, 1996, the Court of Appeals of this state has decided that we must don helmets in order to be safe from ourselves. In the companion cases of *City of Kennewick v. Joseph Henricks and Joseph Diven*, the Court of Appeals effectively overruled its previous rulings in the cases of *State v. Maxwell, State v. Sanski*, and *City of Omak v. Fisher*. The Court managed to accomplish this while citing Maxwell at the same time.

Without going into great detail about how the court was able to accomplish this intricate mental gymnastic feat, the current state of the law would be best summarized something to the effect of:

In Washington state, you do not have to wear a helmet; however, if you are not wearing a helmet and are cited for not wearing a helmet, then you are required to wear a helmet and do not have standing to argue that you really don't have to wear a helmet at all.

If this seems confusing to you, don't feel bad. It is confusing to me as well, and, hopefully, the Supreme Court will engage in less mental and literary gymnastics and address the issue attempted to be raised in *City of Kennewick v. Joseph Henricks and Joseph Diven*; namely, whether the changes to the Washington Administrative Code cured the defects specifically pointed out in *State v. Maxwell, State v. Sanski*, and *City of Omak v. Fisher*.

The Washington cases have been cited throughout the country as authority for the proposition that Standard 218 of the Federal Motor Vehicle Safety Act was unintelligible and thereby unconstitutionally vague. It's unfortunate that the Washington court's current opinion does not even address that issue, and that they specifically found that since Diven and Henricks were not wearing helmets, they lacked standing to raise the issue. It is particularly distressing that, not only did the court not address the Federal Motor Vehicle Safety Act, but the operative sentence in their earlier opinion in *City of Omak v. Fisher*, where they specifically stated that Fisher didn't have to wear a helmet.

It has long been my view that wearing helmets or not wearing them is really not the issue. The issue is whether law enforcement has the constitutional ability to stop riders for random searches without probable cause. In my experience in every state where a helmet law exists, the existence of that helmet law has been greeted as an invitation to participate in just that type of conduct by law enforcement.

—Ed Alden, attorney
Diven, Henricks, Maxwell and Sanaski

Thanks, Ed, for your hard work and dedication. And for everyone living in or traveling to Washington state—remember, there's a helmet law and it's being enforced. But with attorneys like Ed Alden and Marty Fox fighting it, that won't be for long. *—Oz*

New Fires To Put Out

As we went to press, alarms went off on the other side of the pond. A rumor surfaced that the Swedish government was contemplating banning motorcycles. We went immediately to Rob Rasor, AMA government relations VP and international motorcycle rights specialist.

Seems that during a televised debate between a minor Swedish governmental functionary and a well-known motorcyclist, the government representative voiced his desire for a zero-accident goal. He went on to say that if motorcycles were banned from public roads it would lower the accident rate.

This was not a statement of government policy, just the musings of a minor official. However, we all know how wishful thinking on the part of any government employee can turn into fact, so Hans Hammerlund, president of the Swedish Motorcycle Club (SMC) jumped right on the issue. By the way, the SMC is the largest per capita motorcycle organization in the world, its membership comprises fully 60 percent of Sweden's bikers. Hans assures us they are on point, and expect to settle the issue immediately. We will have the full story as soon as it's available.

To voice your questions, concerns, or experiences regarding the F.I.G.H.T.® for freedom, write: *Easyriders* Freedom F.I.G.H.T.®, P.O. Box 3000, Agoura Hills, CA 91376-3000. And remember, you can be a part of the solution by purchasing a F.I.G.H.T.® kit. See the ad on this page.

Train To Be a Harley-Davidson Motorcycle Technician

Service technicians are in demand. It's no secret that Harley-Davidson's growth has been spectacular. And, it's no secret that the Motor Company intends to continue its expansion by increasing production. What isn't as well known is that by increasing the number of motorcycles on the road, a need has been created for quality service technicians.

Harley-Davidson has a plan to meet the need.

In order to increase the number of Harley-Davidson dealer technicians, a new training initiative is being put in place by the Motor Co. It provides numerous ways for a technician to join the family: via school or direct dealer entry.

Motorcycle Mechanics Institute plays an important part.

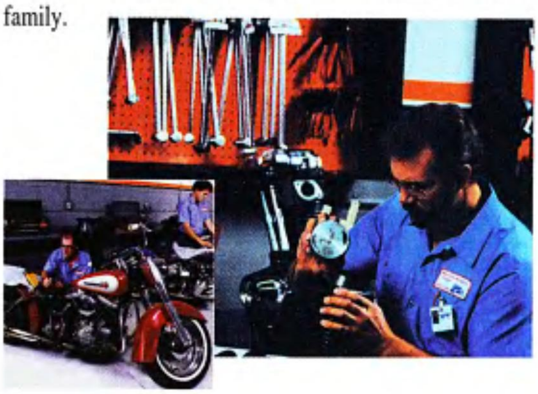
Harley-Davidson's fourteen year relationship with the Motorcycle Mechanics Institute (MMI) has been rededicated, making MMI a cornerstone of the H-D training initiative. MMI is currently assisting in the development of programs that will be used in conjunction with the direct dealer entry route for potential entry-level technicians.

In addition, MMI and Harley-Davidson have developed an Entry Level Skills Assessment (ELSA). It will provide a clear determination of one's ability to successfully complete those tasks routinely assigned to entry-level technicians. Harley-Davidson and its franchised dealers will be using ELSA as an important component of the employment process. It is administered only at the Motorcycle Mechanics Institute.

You can become part of Harley-Davidson's future.

Motorcycle Mechanics Institute combines everything you need to begin your career in the motorcycle industry. We won't waste your time with unrelated subjects. But we will take the time to give you the knowledge you want and need in a logical step-by-step approach. Our experienced instructors and direct support from Harley-Davidson provide an unparalleled educational experience.

And, because Motorcycle Mechanics Institute is an accredited institution, financial assistance is available to those who qualify. You should look into it now! If you are a mechanically inclined individual who would consider a career as a Harley-Davidson technician, contact **Motorcycle Mechanics Institute today at 1-800-528-7995.** Take the time to learn more about the pathways into the Harley-Davidson family.



Train To Become A Motorcycle Technician

MOTORCYCLE MECHANICS INSTITUTE

Name

Company Name

Address

City State Zip

( ) Phone Age

TWO CAMPUSES!

- ☐ Phoenix, AZ
- ☐ Orlando, FL
- ☐ Financial Aid Info
- ☐ VA Information

Call Now! 1-800-528-7995

Motorcycle Mechanics Institute

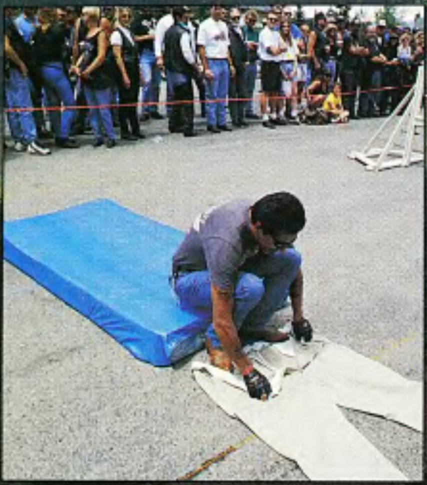
A Division Of Clinton Technical Institute

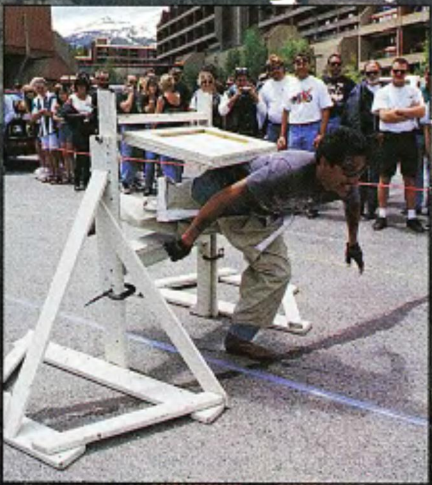
ER597

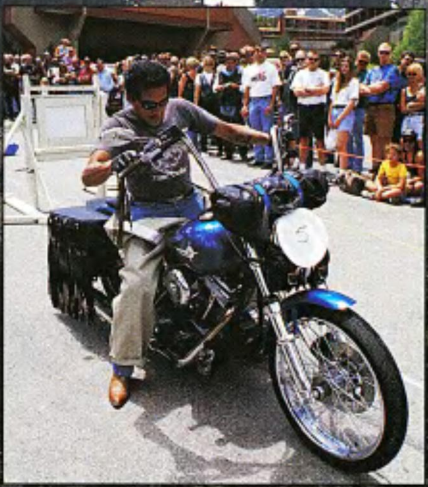
Motorcycle Mechanics Institute • 2844 W Deer Valley Rd • Phoenix, AZ 85027-9969

THE NEWEST PARTY IN THE ROCKY MOUNTAINS

HARLEY FEST AT BRECKENRIDGE

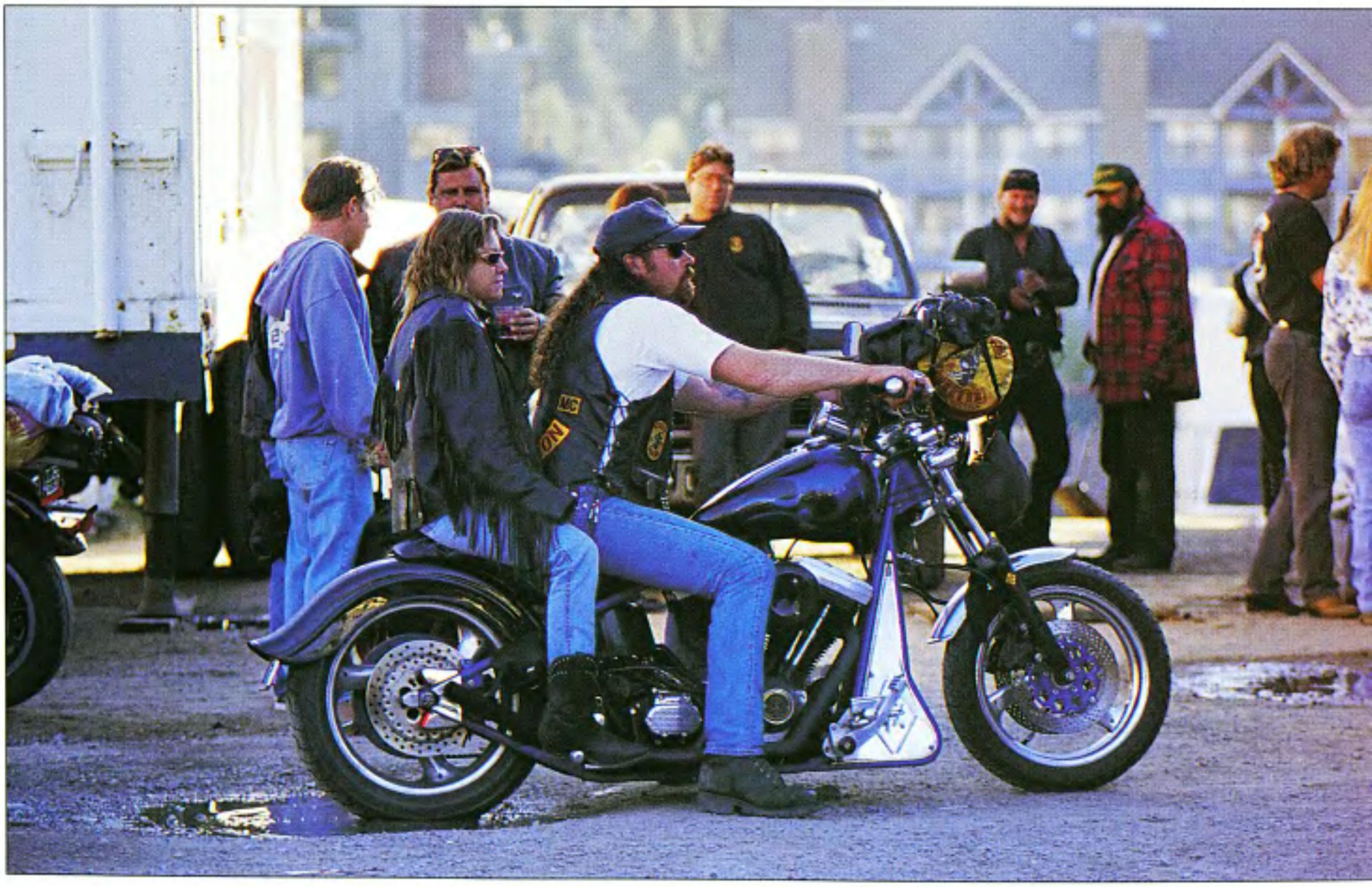


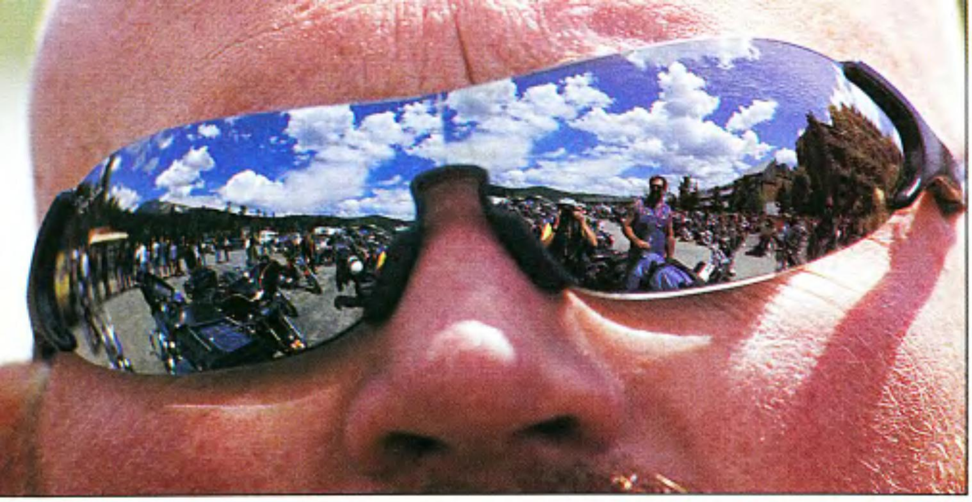




"It rained like hell on Saturday. I sure remember that," Mike Lichter said. "And in the middle of June it looked like it was going to snow, too. It was one of those rides where, if I stopped at a bar or cafe to warm up and dry off, I knew I wouldn't get back on the road. So I just kept riding through the hills."

The "hills" Mike was talking about are the Rocky Mountains. He was pointing the wheel, along with a few thousand others from all over the Front Range area, toward Breckenridge, Colorado, going to photograph and party at—not necessarily in that order—the First Annual Harley Fest. →



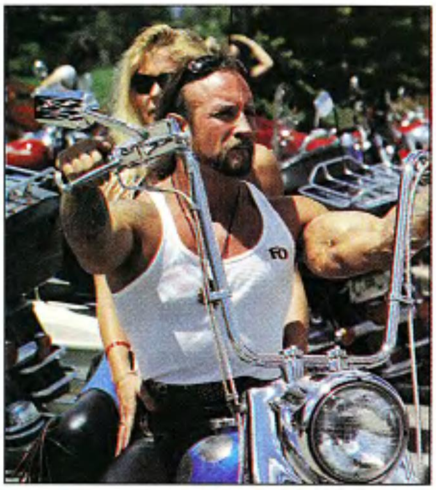


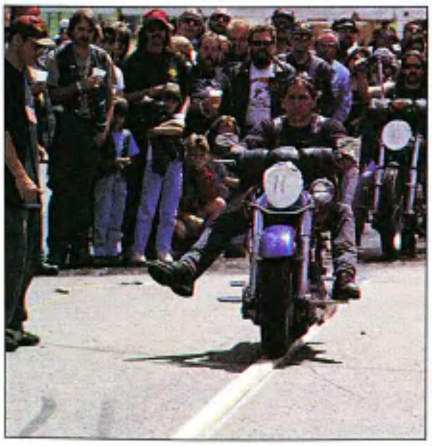
Freedom H-D in Denver and Black Canyon Entertainment, with lots of support from Coors, The Village at Breckenridge Resort, the Denver H.O.G. chapter, and local radio station The Hawk, 99.5, were debuting Summit County's newest and biggest concert venue with an open-air, in-the-streets, two-day Harley-style party.

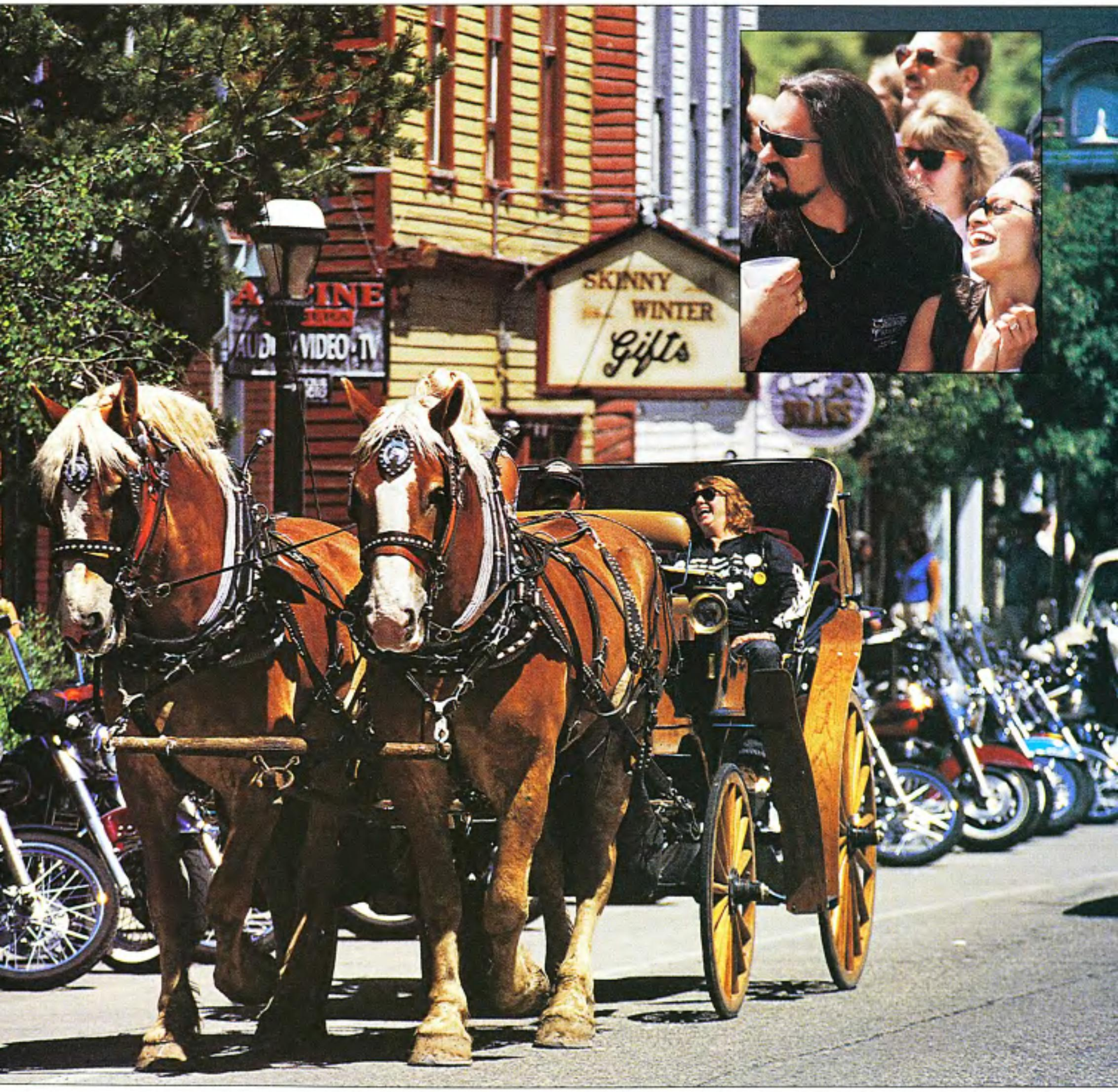
The new mountain amphitheater at the base of ski slope Peak 9 was the site for the two-day lineup of hot local bands headlined by The Kentucky Headhunters and Steppenwolf with John Kay. A bike and tattoo show was on the schedule, and in the "Devil's Triangle" section of Ridge Street, a part of the resort town ringed by Shamus O'Toole's Roadhouse Saloon, Fatty's Pizzeria, and Manhattan's Restaurant, a wild, in-the-streets party was set for Saturday night. But on Friday evening the skies opened and the rain didn't stop all night and the next day.

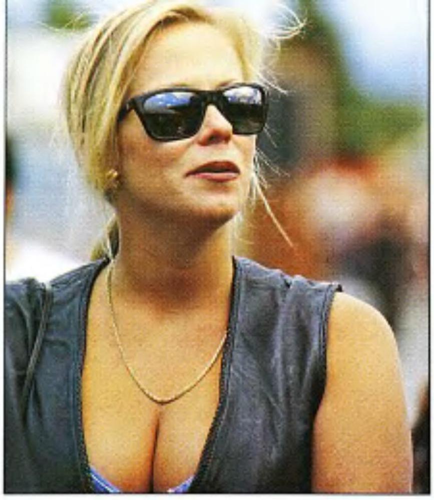
"That cold rain was statewide, too," said Alinga Allen of Freedom H-D. The result was that this bike-and-music party planned for 5,000 hosted maybe half that number. "I'm sure a lot of riders woke up Saturday morning, looked out the window, and changed their minds," Alinga said. Too bad for them, because with just a little weather-dictated venue shifting, the First Annual Harley Fest carried right on. Saturday night's party simply moved inside, with The Kentucky Headhunters playing on a warm, dry stage. And then Sunday's schedule clicked down the good-time list like Saturday's should have, with perfect weather all day long.

Harley Fest, a first for the old mining town of Breckenridge, was a real riding event, too—rain or not. Despite the miserable weather, you didn't find too many trailers hidden around the outskirts of town, their weekend warrior owners posing alongside squeaky clean rides on Ridge Street, bragging how they ride their bike everywhere. The folks at Harley Fest *did* ride in, many taking part in a group ride →






SKINNY
WINTER
Gifts

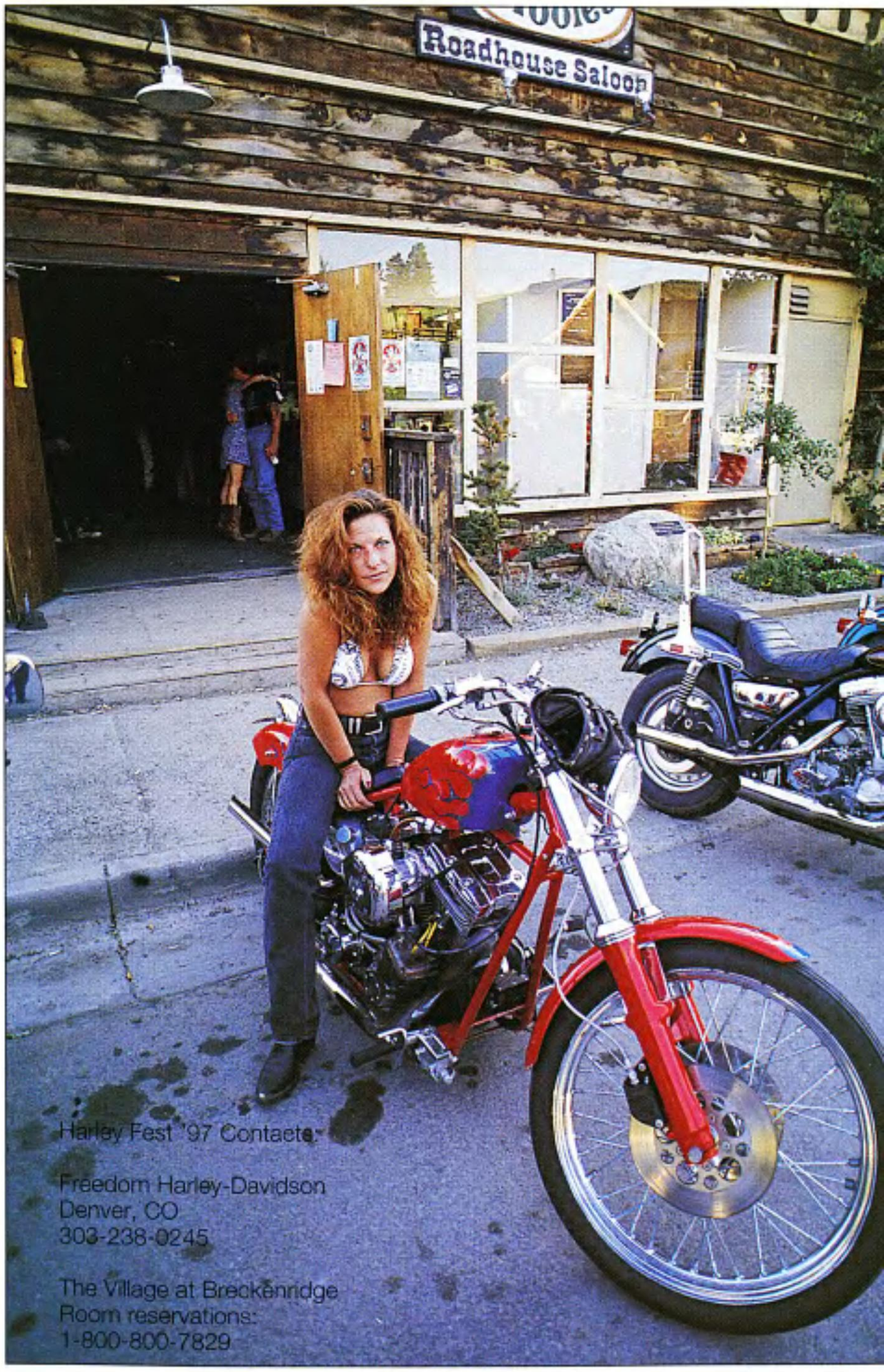


Photos: Mike Lichter

from Denver, also organized by the folks from Freedom Harley-Davidson. This festival was Freedom's show, so what better way to make the entrance?

The '97 Breckenridge Harley Fest, the Second Annual, is set for the weekend of June 21-22. While it's impossible for anyone to forecast the weather in the Rockies, you just know that this time the skies are going to stay clear, the roads dry, and the music, all of it, will happen in the open-air spectacular beauty of the Rocky Mountains. "Bike parties don't get much better than this one did on Sunday," said Mike. "It was beautiful, and so was the ride home Monday." Harley Fest has a future.

—*JK*



Harley Fest '97 Contacts

Freedom Harley-Davidson
Denver, CO
303-238-0245

The Village at Breckenridge
Room reservations:
1-800-800-7829

1,146 PRIZES GUARANTEED
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Win a brand-new American Eagle® XRT Talon!
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You could win your choice

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Tough choice? You bet! But if you're the **Grand Prize winner** in the 1997 Subscribers $100,000.00 Sweepstakes **YOU** will be the lucky one picking up your choice of these outrageous bikes. So haul off and

GET YOUR ENTRY IN NOW!

A Harley Heritage Springer®!

A Titan® Sidewinder!

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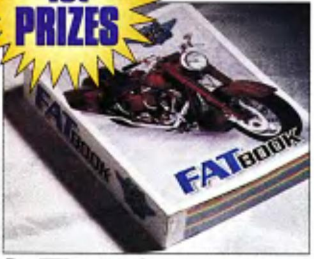

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20 $1,000.00 CERTIFICATES 20 lucky winners will each ride away with $1,000.00 worth of revolutionary parts and accessories from *Drag Specialties'* latest catalog – the finest in custom bike accessories.

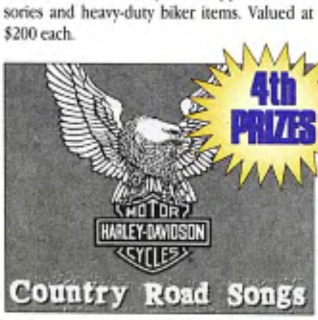
3rd PRIZES

100 Easyriders® SUPERBAGS Each Superbag is jam packed with an assortment of exclusive *Easyriders* apparel, accessories and heavy-duty biker items. Valued at $200 each.

2nd PRIZES

25 Easyriders® KB LEATHER JACKETS Fringed leather jacket is extremely soft and comfortable. Made from Super A cowhide for extra strength and durablility. Valued at $400 each.

4th PRIZES



500 CDs –HARLEY-DAVIDSON COUNTRY ROAD SONGS Featuring 30 songs about love, life and the open road by Country's hottest artists. "Road Songs" is gonna blow you away.

$1,000.00 Early Bird Bonus Prize!

Mail your Official Entry Form before April 29, 1997. If you do and you're selected as the 1997 Grand Prize winner, you'll not only get to choose between a brand-new bike or cash, but we'll also toss in another $1,000.00 beer money.

5th PRIZES

500 PAIRS OF MOTORCYCLE RODEO TICKETS 500 PAIRS of tickets to *Easyriders'* Motorcycle Rodeos. Get ready to party at one of this year's rodeos. 3-day tickets – a $60 value! **Send your entry in now!**

Take your pick

AS LOW AS $29.95

See Official Entry Form for details

000.00 SWEEPSTAKES

of these brand-new motorcycles!

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A Columbus Custom®!

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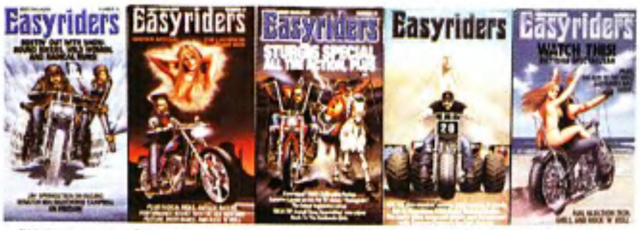
Send in your subscription today, along with your 1997 Subscribers $100,000.00 Sweepstakes entry, and guarantee that you won't miss a single issue of the magazine(s) you select.



#18: Winter Special, Harley's 90th – Rated R

#22: Laughlin River Run, Harley History – Rated R

#19: '93 Chillicothe Rodeo, Girls of Sturgis – Rated R

#20: '93 Grand National Rodeo – Rated R

#21: Daytona, "The Run to the Wall" – Rated R

Land Speed Record Run – Rated G

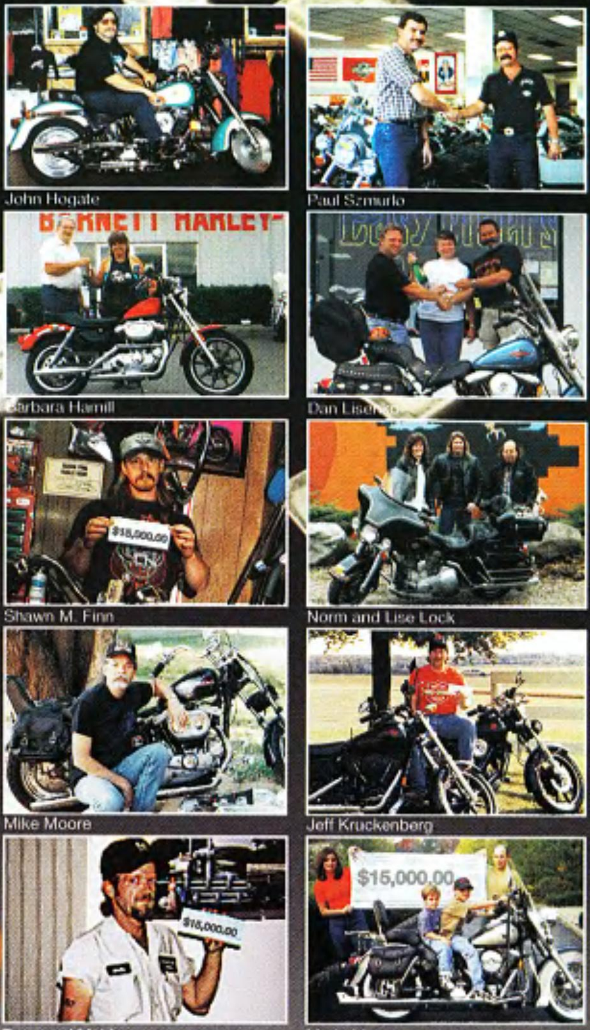
322 MPH New Land Speed Record – Rated G

Best of Video: Harleys Coast-to-Coast – Rated G

Wild & Wacky World of Motorcycling – Rated G

Flesh As Canvas – Rated R

Can't believe you'd ever be a winner?



John Hogate
Paul Szmurlo
Barbara Hamill
Dan Lise
Shawn M. Finn
Norm and Lise Lock
Mike Moore
Jeff Kruckenberg
Raymond Maki
Mario Licata

Neither did they!

Meet just a few of the more than 10,000 past winners in the Subscribers $100,000.00 Sweepstakes. **More than a million dollars in prizes have already been awarded!**

You could be a winner too. But you gotta enter to win!

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to Subscribers $100,000.00 Sweepstakes, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by June 30, 1997. Sweepstakes ends June 30, 1997. Paisano assumes no responsibility for lost, misdirected or late mail.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,146 prizes — 1 Grand Prize, 20 First Prizes, 25 Second Prizes, 100 Third Prizes, 500 Fourth Prizes, and 500 Fifth Prizes. Total approximate retail value of $105,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
4. Sweepstakes is open to all residents of the U.S. age 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKE ARE THE RESPONSIBILITY OF THE WINNERS.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN. LIMIT ONE ENTRY PER HOUSEHOLD.

EASYRIDERS '97 EXOTIC DANCER GUIDE

It's that time of year again. Time to update our Annual *Easyriders* Exotic Dancer Guide. You will find in the following pages, a list of gentlemen's clubs that welcome bikers throughout the U.S. and Canada. As you'll notice, some of these establishments provide secured parking for your bike, while others simply offer street parking. Also check their dress code policy before you make your move.

Most of these clubs have been recommended by our faithful readers, and you are invited to do the same. If you know of a good club in your own area, just pick up one of their cards, flyers, or coasters and mail it to us—we'll handle it from there.

In the meantime, I'll let you enjoy the red-hot flicks taken by our hard drinking ... er, working staff at one of our local favorites, Snooky's III, in Ventura, California. Snooky's is normally a bikini bar, but due to the diligence and determination of our drunken crew, we got Jimmy drunk ... er, to bend the rules for a day. Enjoy ... we sure did!

Photos: Kim Peterson, Stan Miles

Key:
- Parking
- Street parking
- Colors
- No Colors

ALABAMA

Jimmy's Lounge
8707 Highway 72 W
Madison
(205) 721-0178 — Street parking, No Colors

Showcase Lounge
2006 Memorial Pkwy. SW
Huntsville
(907) 539-9189 — Street parking, No Colors

ALASKA

Crazy Horse
1564 Hyder
Anchorage
(907) 279-1231 — Parking, No Colors

Crazy Horse Saloon Too
1564 Muldoon Rd.
Anchorage
(907) 338-9921 — Street parking, No Colors

Reflections
2406 S. Cushman
Fairbanks
(907) 456-3748 — Parking, Colors

ARKANSAS

Centerfold Topless Revue
1396 E. Grand
Hot Springs
(501) 624-7879 — Parking, No Colors

Playmates Topless Revue
1010 E. Grand
Hot Springs
(501) 627-5455 — Parking, No Colors

Prime Time Club
3310 Mabevale Pike
Little Rock
(501) 562-9044 — Street parking, No Colors

ARIZONA

Blue Moon
2911 E. Van Buren
Phoenix
(602) 267-0005 — Street parking, No Colors

High Lighter
4716 N 12th. St.
Phoenix
(602) 234-0128 — Street parking, No Colors

TD's West
5822 E. Speedway
Tucson
(602) 882-0650 — Street parking, No Colors

TD's West
749 W. Miracle Mile
Tucson
(602) 790-7307 — Street parking, No Colors

Temptations
1104 S. Craycroft
Tucson
(602) 790-0709 — Street parking, No Colors

CALIFORNIA

Bare Elegance
4824 W. Imperial Hwy.
Inglewood
(213) 649-1100 — Street parking, No Colors

Candy Cat One
21625 Devonshire
Chatsworth
(818) 341-0134 — Parking, Colors

Candy Cat Two
6816 Winnetka
Canoga Park
(818) 999-3187 — Parking, Colors

Dancers
7094 Miramar Rd.
San Diego
(619) 578-1216 — Street parking, No Colors

Déjà Vu
5282 Mission Blvd.
Ontario
(909) 591-7005 — Street parking, No Colors

Déjà Vu
1524 Golden State Hwy.
Bakersfield
(805) 322-7300 — Street parking, No Colors

Déjà Vu Show Girls
5520 Kearny Villa Rd
San Diego
(619) 279-GALS — Parking, Colors

Dirty Dan's
939 N. Hill
Oceanside
(619) 722-7123 — Street parking, No Colors

Dirty Dan's
2431 Pacific Coast Hwy
San Diego
(619) 233-7359 — Street parking, No Colors

Dream Girls
4805 Convoy St.
San Diego
(619) 279-2497 — Street parking, No Colors

Fantasy Topless Theater
1019 S. La Cadena Dr.
Colton
(909) 370-1574 — Street parking, No Colors

Frontview Cabaret
1612 Pacific Coast Hwy
LA/Harbor City
(213) 539-6122 — Street parking, No Colors

Gee Spot
16074 Walnut
Hesperia
(619) 948-1770 — Street parking, No Colors

Grapevine Entertainment
1524 Gold State Hwy.
Bakersfield
(805) 322-7300 — Street parking, No Colors

Harvey's Bar & Grill
3020 Coronado St.
Anaheim
(714) 630-0810 — Street parking, No Colors

Pope's Back Street
508 'B' Industrial Way
Palm Springs
(619) 327-1902 — Street parking, No Colors

Regal Show World
1046 Market St.
San Francisco
(415) 621-2236 — Street parking, No Colors

Seventh Veil
7180 Sunset Blvd.
Hollywood
(213) 876-4761 — Street parking, No Colors

Snooky's III
371 N. Ventura Ave.
Ventura
(805) 653-5449 — Street parking, No Colors

The Body Shop
8250 W. Sunset Blvd.
Los Angeles
(213) 656-1401 — Street parking, No Colors

Villa Go Go
1420 W. Holt B
Ontario
(714) 986-3607 — Street parking, No Colors

COLORADO

Dandy Dan's
214 Federal Blvd.
Denver
(303) 922-6729 — Parking, No Colors

Déjà Vu
2145 B St.
Colorado Springs
(719) 576-7724 — Street parking, No Colors

Red Garter
1447 Stout St.
Denver
(303) 571-5718 — Street parking, No Colors

Gentleman's Hunt Club
400 S. Link Lane
Fort Collins
(303) 484-7473 — Street parking, No Colors

The Landing Strip
5404 W. 54th Place
Commerce City
(303) 288-3030 — Street parking, No Colors

CONNECTICUT

Blue Parrot
1104 Queen St.
Southington
(203) 747-6451 — Street parking, No Colors

Fox Cafe
213 Chase Ave.
Waterbury
(203) 755-5541 — Street parking, No Colors

Mrs. Pips Cafe
724 Feeder St.
Newington
(203) 667-0816 — Street parking, No Colors

Rose's Cantina
577 Route 12
Groton
(203) 445-4141 — Parking, No Colors

Speakeasy
1861 Wilbur Cross Hwy.
Berlin
(203) 828-0895 — Street parking, No Colors

DISTRICT OF COLUMBIA

1720 Club
1720 H St. NW
Washington, D.C.
(202) 338-1774 — Street parking, No Colors

Archibald's
1520 K St. NW
Washington, D.C.
(202) 638-5112 — Street parking, No Colors

Camelot
1823 M St. NW
Washington, D.C.
(202) 887-5966 — Street parking

Clancy's
2840 Alabama Ave. SE
Washington, D.C.
(202) 583-1509 — Street parking, No Colors

Good Guys
2311 Wisconsin Ave. NW
Washington, D.C.
(202) 333-8128 — Street parking, No Colors

Isle
2028 R.I. Ave. NE
Washington, D.C.
(202) 832-4509 — Street parking, No Colors

JP's Night Club
2412 Wisconsin Ave. NW
Washington, D.C.
(202) 333-7625 — Street parking, No Colors

Mocombo
5335 Georgia Ave. NW
Washington, D.C.
(202) 882-2014 — Street parking, No Colors

Penthouse
3530 Georgia Ave. NW
Washington, D.C.
(202) 882-2014 — Street parking, No Colors

Player's Lounge
2737 MLK Jr. Ave. SE
Washington, D.C.
(202) 574-1331 — Street parking, No Colors

Royal Palace
1805 Connecticut Ave. NW
Washington, D.C.
(202) 462-2623 — Street parking, No Colors

DELAWARE

Canton Club
704 Eskridge Hwy.
Seaford
(302) 628-3800 — Street parking, No Colors

FLORIDA

2001 Odyssey
2309 N. Dale Mabry Hwy.
Tampa
(813) 877-6406 — Street parking, No Colors

Centerfold
4351 Phillips Hwy
Jacksonville
(904) 737-8233 — Parking, No Colors

Centerfold Lounge
1824 S. Orange Blossom
Orlando
(407) 425-6355 — Street parking, No Colors

Club Juana
6150 S US Hwy 17-92
Orlando
(407) 831-7717 — Street parking, No Colors

Club Pink Pussycat
3890 NW 36th St.
Miami
(305) 633-4000

Déjà Vu Showgirls
2004 Collins Ave.
Miami Beach
(305) 538-5524

Diamond Dolls
1401 N. Powerline Rd.
Pompano Beach
(305) 972-3400

Fountain Blue Cabaret
12734 Starkey Rd
Largo
(813) 585-4345

Mons Venus
2040 N. Dale Mabry Hwy.
Tampa
(813) 875-2762

Mr. G's Whiskey River
3221 NE 30th
Ft. Lauderdale
(305) 293-0850

Organ Grinder
13045 SW 87th Ave.
Miami
(305) 255-5258

Pandora's Box Dancing
319 2nd Ave.
Daytona Beach
(904) 252-9163

Scarlet's Lounge
1033 Mason Ave.
Daytona Beach
(904) 238-6213

Seven Seas
3023 W. Kennedy Blvd.
Tampa
(813) 874-1145

Shark Lounge
730 Broadway Ave.
Daytona Beach
(904) 258-1230

Showgirl Revue N
255 Sunny Isles Blvd.
Miami
(305) 940-9417

Teasers
1029 Truman Ave.
Key West
(305) 293-0850

The Inner Room
74 N Orlando Ave.
Cocoa Beach
(407) 784-6177

Trap Lounge
8804 66th St. N.
St. Petersburg
(813) 541-5009

GEORGIA

Babes
304 Fulton Industrial Blvd.
Atlanta
(404) 691-7636

Boomers
2105 Cobb Pkwy.
Smyrna
(404) 956-9555

Chaser's
2413 S. Lumpkin Rd
Columbus
(404) 834-1783

Club Asia
142 Price St
Savannah
(912) 234-4104

Stormin' Norman's
6420 Rosel Rd.
Sandy Springs
(404) 843-1167

TC Rose
1010 Brumbelow Rd.
Carrollton
(404) 832-3664

Tattletale
2075 Piedmont Rd. NE
Atlanta
(404) 873-2294

The Forum
5368 Beallwood
Columbus
(404) 324-1211

HAWAII

Club Rose
939 Keeaumoku St.
Honolulu
(808) 946-7072

Wildhorse Showroom
1661 Kapiolani
Honolulu
(808) 941-7927

IOWA

Bottoms Up
2800 Twin City Plaza
Council Bluffs
(712) 366-0349

Dancer's Chorus Line
4128 Brady N
Davenport
(319) 386-1833

Dancers
3000 6th St. SW
Cedar Rapids
(319) 351-9706

JP's LTD
512 4th St.
Sioux City
(712) 255-6534

Ozzies
122 W 6th
Carroll
(712) 792-9102

The Doll House
Rt. 10
West Des Moines
(515) 226-8587

ILLINOIS

Déjà Vu
3270 Lake Plaza
Springfield
(217) 529-1467

INDIANA

Babes West
3810 Lafayette Rd.
Indianapolis
(317) 299-0433

Brandy's
3011 W Coliseum Blvd.
Ft. Wayne
(219) 484-3991

Chantilly Lace
2030 Lafayette Rd.
Indianapolis
(317) 634-7966

Hiphugger
805 Belvedre
Kokomo
(317) 457-4908

Little Red Mill
3201 E Dunes Hwy.
Gary
(219) 938-3137

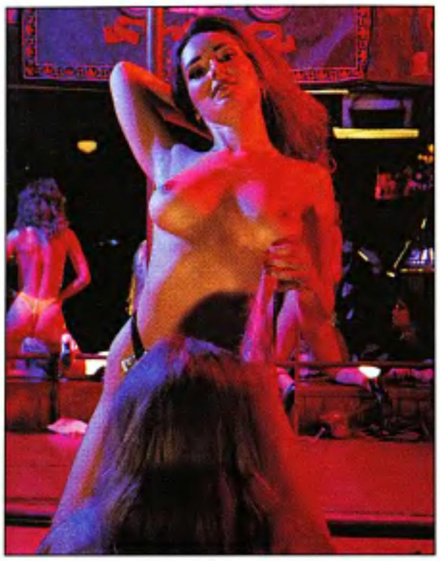
Scuttlebutt
9148 Milton Rd.
Gary
(219) 938-3959

She Lounge
1104 Diamond Ave.
Evansville
(812) 423-0814

KANSAS

Dr. Love's
K-18 Frontage Rd.
Manhattan
(913) 539-0190

Jezebel's
4520 E 47th S
Wichita
(316) 554-0010



The Flamingo
501 N 9th St.
Lawrence
(913) 843-9800

KENTUCKY

Cat West
US Hwy. 41
Oak Grove
(502) 439-9378

Déjà Vu
3424 Taylor Blvd.
Louisville
(502) 367-9899

Rumors
3705 Hwy. 41 A
Henderson
(502) 826-5441

Shane's Lounge
206 Cedar Grove Rd.
Shephardsville
(502) 543-4621

Silver Slipper
3608 7th St. Rd.
Louisville
(502) 363-2811

Uncle Sam's
425 River View
Bowling Green
(502) 843-9177

Untouchables
1660 White City Rd.
Mortons Gap
(502) 258-5023

LOUISIANA

Action Central
614 Commerce St.
Shreveport
(318) 221-4177

Big Daddy's
522 Bourbon St.
New Orleans
(504) 581-7167

MAINE

La Casa De Fiesta
Rt. 157
Millinocket
(207) 746-3321

Mark's Showplace
200 Riverside
Portland
(800) 992-0006

MARYLAND

Chez Joey
415 E Baltimore St.
Baltimore
(410) 252-0933

Circus Show Bar
427 E Baltimore Rd.
Baltimore
(410) 837-8991

Crystal Show Bar
417 NE Baltimore St.
Baltimore

Diamond Lounge
415 1/2 E Baltimore St.
Baltimore
(410) 685-4651

Dreamers
4000 N Point Blvd.
Dundalk
(410) 477-1774

Gail's
4020 N Point Blvd.
Baltimore
(410) 477-3348

Glass Slipper
14 Custom House
Baltimore
(410) 727-1816

Gold Club
5801 Pulaski Hwy.
Baltimore
(410) 483-3356

House of Class
5520 Pennington Ave.
Glen Burnie
(410) 354-1217

Jewel Box
419 E Baltimore St.
Baltimore
(410) 539-5479

Lucky Spirits
4100 E Lombard St.
Baltimore
(410) 522-3000

Memories
4040 North Point Blvd.
Baltimore
(410) 477-2044

Mouse Trap
12 Custom House
Baltimore
(410) 539-2789

Norma Jean's 408 Club
408 E Baltimore St.
Baltimore
(410) 727-1816

Oasis
318 E Baltimore St.
Baltimore
(410) 752-7251

Red Room
4604 Eastern Ave.
Baltimore
(410) 276-2324

Ritz Cabaret
504 S Broadway
Baltimore
(410) 327-0853

Shooters
Route 5
Waldorf
(301) 870-6009

The Haven Place
400-02 N. Haven St.
Baltimore
(410) 276-9420

Three Captains
4800 Annapolis Rd.
Bladensburg
(301) 779-1727

Wagonwheel
800 Block N Point Rd.
Baltimore
(410) 488-4252

MASSACHUSETTS

Alex's Supper Club
Rt. 138 #125
Stoughton
(617) 344-2175

Bill's Place
485 School St - Rt. 12
Winchenton
(508) 297-9875

Fifth Alarm
775 Worthington St.
Springfield
(413) 737-0615

Mac's
176 Boston Rd.
Billercia
(508) 667-7642

Magic Lantern
Boston Rd./Rt. 20
Monson/Palmer
(413) 283-9275

Naked I Cabaret
666 Washington
Boston
(617) 426-7462

MICHIGAN

Atlantic Lounge
863 Dix Rd.
Detroit
(313) 382-1144

Café Chablis
12906 Michigan
Dearborn
(313) 584-9110

Déjà Vu
1000 W Joly Rd.
Lansing
(517) 882-0237

Déjà Vu
2402 S Dort Hwy.
Flint
(810) 767-1560

Déjà Vu
3811 24th Ave.
Fort Gratiot
(810) 982-7072

Déjà Vu
6530 Bay Rd.
Saginaw
(517) 791-1186

Déjà Vu
31 N Washington
Ypsilanti
(313) 487-2110

Leggs
50778 Michigan Ave.
Belleville
(313) 481-1016

Omar's
316 Michigan E
Lansing
(517) 371-4500

Trumpps
21413 W Eight Mile Rd.
Detroit
(313) 582-6255

MINNESOTA

Corner Bar
128 W Main
Marshall
(507) 532-9972

Déjà Vu
315 Washington Ave. N
Minneapolis
(612) 333-8130

Dreamgirls
14 North 5th Ave.
Minneapolis
(612) 339-2271

Gladiator Bar
307 N Broadway
Gilbert
(218) 741-0914

Lamplighter Lounge
160 Larpenteur Ave. W
St. Paul
(612) 771-4215

Peelers Bar & Thrill
Hwy. 52 South
Canon Falls
(507) 263-5115

MISSOURI

4061 Club
2428 Hwy. 40-61
O'Fallon
(314) 625-9503

MONTANA

Mulligan's
337 N Higgins
Missoula
(406) 728-9709

Playground
2400 10th Ave. S.
Great Falls
(406) 761-9735

NEBRASKA

Lariat Club
East Old Hwy. 275
Fremont
(402) 721-2466

Margo's
617 S 16th St.
Omaha
(402) 341-2334

The Foxy Lady
1823 "O" St.
Lincoln
(402) 435-0890

The Night Before
1035 "M" St.
Lincoln
(402) 475-4107

NEW JERSEY

Bottoms Up
6 Jackson St.
Passaic
(201) 472-3141

Breathless Lounge
876 Hart St.
Rahway
(908) 574-2319

Brown Derby
645 Magnolia Ave.
Elizabeth
(908) 542-8836

Checkmate
619 Rt. 15 S
Lake Hopatcong
(201) 663-0424

Fantasy
710 Black Horse Pike
Mt. Ephraim
(609) 931-5990

Illusions
US Rt. 130
Florence
(609) 499-4347

Images
US Rt. 73/
Remington Rd.
Pennsauken
(609) 663-2200

Rays Inn
641 Rt. 206
Newton
(201) 383-8881

Satin Dolls
Rt. 17 S.
Lodi
(201) 845-6494

The Dollhouse
US Rt. 130
Burlington
(609) 387-7662

Wiggles
588 Washington Ave.
Belleview
(201) 751-9547

NEW MEXICO

Chapter II Showclub
2294 Wyoming Blvd. NE
Albuquerque
(508) 298-1200

TD's
2120 Eubanks Blvd. NE
Albuquerque
(505) 291-8282

NEW YORK

Colonie
1795 Hurdle Ave.
Buffalo
(716) 832-8056

Foxey's
440 Scottsville Mumford Rd.
Scottsville
(716) 889-3732

Gas Light Parlour
141 E. Sunrise Hwy.
Lindenhurst
(516) 888-9098

Honey Buns
127 E. 47th St.
New York
(212) 688-7832

Janies
Rt. 6
Slatehill
(914) 355-2494

Junction
County Route 37
New Hampton
(914) 374-3233

Madame Oar's
Upper Court St./Rocket
Center Plaza
Binghamton
(607) 775-3300

Nora's Club Diamond
5111 Genesee St.
Checktowaga
(716) 681-2280

T&A's
78 Rt. 59
Monsey
(914) 425-6203

The Centerfold Lounge
9 Main St.
Binghamton
(607) 722-9095

The Half Dollar Tavern
1555 East Henrietta Rd.
Rochester
(716) 427-2407

NEVADA

Can-Can Room
3155 Industrial Rd.
Las Vegas
(702) 737-1161

Crazy Horse #1
4034 Paradise Rd.
Las Vegas
(702) 732-1116

Crazy Horse Too
2476 Industrial Rd.
Las Vegas
(702) 383-8003

Little Darlings
1514 Western Ave.
Las Vegas
(702) 737-1161

Olympic Garden
1531 Las Vegas Blvd. S
Las Vegas
(702) 385-8987

NORTH CAROLINA

Emerson's
2160 Hwy 70 W
Hickory
(704) 322-9774

Lost Dimensions
510 Farragut St.
Greensboro
(919) 274-7393

NORTH DAKOTA

Jerry's Lounge
106 N. Main Ave.
Crosby
(701) 965-6306

Silver Dollar Bar
200 E. Main
Mandan
(701) 663-5248

The Oasis
512 Dakota Ave.
Wahpeton
(701) 642-5404

OHIO

Circus In The Flats
1041 Old River Rd.
Cleveland
(216) 575-1398

Club Secrets
1570 Olentangy River Rd.
Columbus
(614) 421-1110

The Amber Lounge
13311 Brookpark Rd.
Cleveland
(216) 267-0132

OKLAHOMA

Sugars
750 1/2 Asp
Norman
(405) 364-5255

Valley Of The Dolls
1808 SE 59th St.
Oklahoma City
(405) 670-2360

OREGON

Adult Land
2755 S. Pacific Hwy.
Medford
(541) 770-5493

Flight 99
5782 Portland Rd. NE
Salem
(503) 393-4782

Satin Doll
7440 N. Lombard StS
Portland
(503) 286-7064

PENNSYLVANIA

Berkley Inn
Old Route 61
Reading
(215) 926-5029

Charlie's Dream
6039 Passyunk Ave.
Philadelphia
(215) 724-8508

Club Ed
135 9th St.
Pittsburgh
(412) 281-7703

Erv's Gentleman's Club
1231 Airport Rd. #162
Allentown
(215) 433-3311

Golden Slipper
3025 New Rodgers
Bristol
(215) 785-1433

Pink Pussycat II
38 Wilson St.
Middleton
(717) 944-9382

Rhododendron BYOB
60 Sykes St.
Sykesville
(814) 894-2421

Runway 56
Corner of Rts. 711 & 56
Seward
(814) 446-6454

The Palace
9th Ave X 23rd St.
Altoona
(814) 9460862

RHODE ISLAND

Foxy Lady
318 Chalkstone Ave.
Providence
(401) 331-9145

K2U
579 Front St.
Woonsocket
(401) 765-6624

Mickey's
46 Carpenter St.
Cumberland
(401) 725-9554

SOUTH CAROLINA

Chippendoll's
1928 Rosewood
Columbia
(803) 252-1941

Pink Pussy Cat Lounge
2045 N. Meeting St.
Charleston
(803) 744-2616

SOUTH DAKOTA

Peacock Bar & Lounge
300 Main
Winner
(605) 842-0324

Shotgun Willies
2808 W. Main
Rapid City
(605) 341-7253

Up Your Glass
25999 482nd Ave.
Corson
(605) 582-2250

TENNESSEE

Centerfold
1575 E. Brook Rd.
Memphis
(901) 345-7700

Déjà Vu Nashville
1214 Demonbroon St
Nashville
(615) 248-1911

Katch One
501 Omni Lane
Knoxville
(615) 966-4400

The Golden Club
777 N. White Station
Memphis
(901) 682-4615

TEXAS

Bottom's Up Club
5945 Williams
Corpus Christi
(512) 993-2740

Cassidy's
6019 W. 45th Ave.
Amarillo
(806) 358-8009

Dallas Club
2117 W. Northwest Hwy.
Dallas
(214) 869-3376

Honky Tonk Topless
2412 E. Belknap St.
Fort Worth
(817) 831-8972

Islander Cabaret
1244 Gulf Fwy.
Galvenston
(817) 244-3331

Lace
2711 Majesty
Arlington
(817) 640-8555

Lamplighter
957 Montano
El Paso
(915) 593-1969

Silk Stocking Lounge
Hwy. 6 S.
College Station
(409) 690-1478

The Body Shop
6224 Westheimer
Houston
(713) 781-0014

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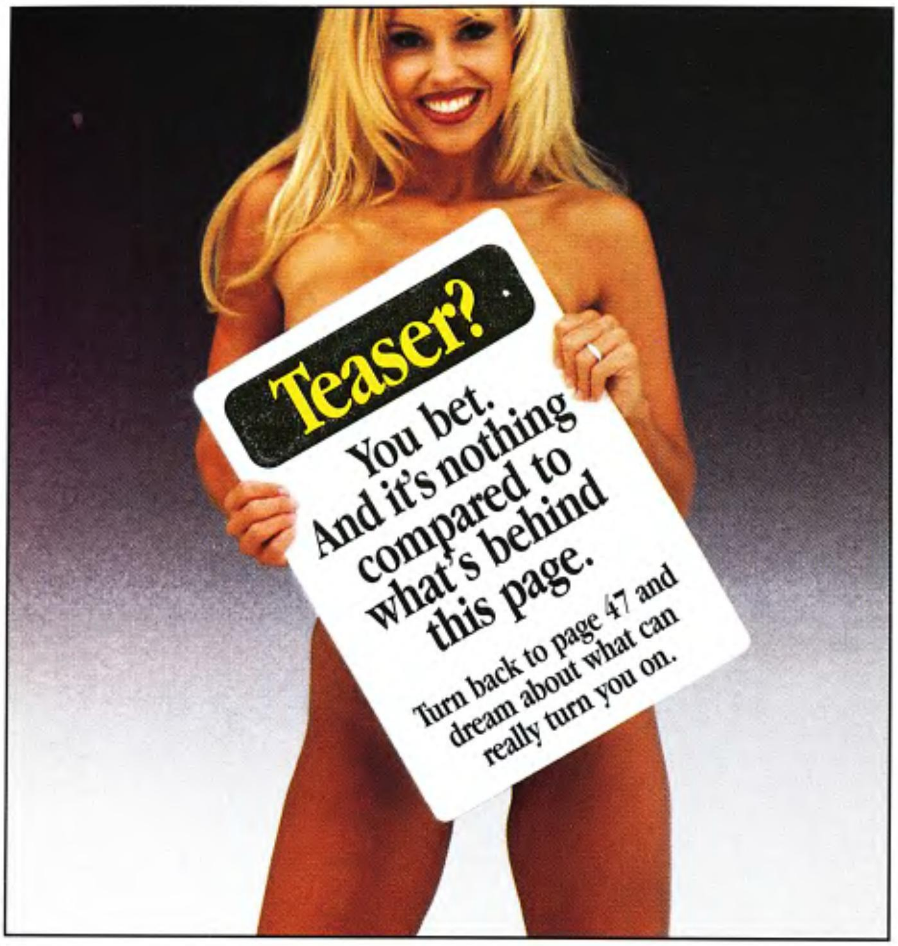

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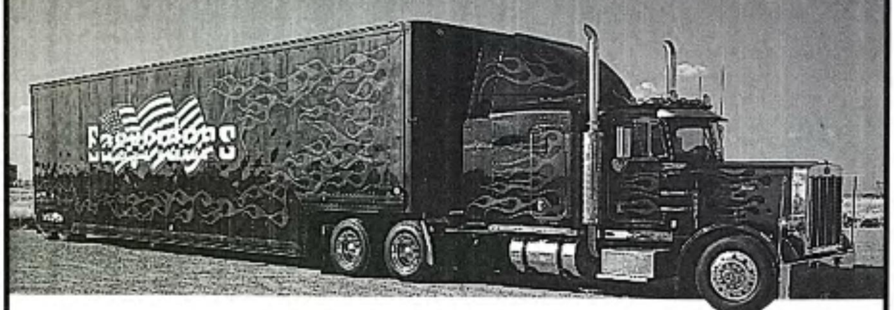

APRIL 5-6, 1997
HALLSVILLE, TEXAS
ADRA's "Texas Spring Roundup," 3rd Annual Event held at the Hallsville Raceway. There's plenty of camping. Live entertainment, vendors and some fantastic racing, sponsored by East Texas Cycles, (903) 758-2810. Racers Info. (615) 789-3202.

APRIL 19-20, 1997
REYNOLDS, GA
Silver Dollar Raceway, 5th Annual "Southern Swing." Acres of camping. Live bands, lots of vendors, everything you would expect from a real southern party. ADRA racers info. (615) 789-3202. Sponsored by Perfomance Cycles (770) 603-9501.

APRIL 24-27, 1997
LAUGHLIN, NV
Look for us on the Main strip again this year. Sponsored by the Southern California Dealers Association. Contact Amy at So. Calif. HD Dealer for info. Discount room reservations & concert tickets, call (909)340-0094.

MAY 12-17, 1997
MYRTLE BEACH, SC
Spring Rally. We'll have both trucks in Myrtle Beach again this year. Miss Kitty's Saloon and showbar on 501 at 3rd and Broadway at the Beach complex in front of the Hard Rock Cafe on the bypass. Stop by & say hi.

IF YOU'RE INTERESTED IN HAVING THE EASYRIDERS TRUCK AT YOUR EVENT, CALL LEON AT (209) 299-0753

The Lady
3701 N. I-35
Austin
(512) 478-2444

UTAH

Leather & Lace
2480 S. Main St. #210
Salt Lake City
(801) 487-9419

VIRGINIA

1320 Club II
7039 Brookfield Plaza
Springfield
(703) 569-5516

Arlington Grill
1713 Wilson Blvd.
Arlington
(703) 527-1508

Blasters
960 Canal Dr.
Chesapeake
(804) 485-9717

Clancy's
1220 E. Little Creek Rd.
Norfolk
(804) 583-3969

Coco's
4107 Portsmouth Hwy.
Portsmouth
(804) 393-1302

Crystal City Rest
422 S. 23rd St.
Crystal Hill
(703) 892-0726

Daddy Rabbits
3206 Broad Rock Blvd.
Richmond
(804) 232-9930

Dauphenes
6315 Amerherst
Springfield
(703) 451-8951

Deb's Dollhouse
9956 Warwick Blvd.
Newport News
(804) 595-8989

Final Frontier
3207 George Wash. Hwy.
Portsmouth
(804) 339-1302

Flight Deck Lounge
8154 Shore Dr.
Norfolk
(804) 588-5104

Foxy Ladies Go-Go
8158 Shore Rd.
Norfolk
(804) 583-2537

Frontier
3209 George Wash. Hwy.
Portsmouth
(804) 393-9873

Getaway II
1960 N. Battlefield Blvd.
Chesapeake
(804) 485-9717

Greca Restaurant
840 W. Grace St.
Richmond
(804) 355-8987

J.B.'s Gallery Of Girls
1628 Independence
Virginia Beach
(804) 460-6387

Junction Cafe
16915 Warwick Blvd.
Newport News
(804) 887-9894

Kit-Kat Club
29 Port Center Rd.
Portsmouth
(804) 397-1065

Lovely Ladies I
2325 E. Little Creek Rd.
Norfolk
(804) 588-6239

Lickety Splits
3509 George Wash. Hwy.
Portsmouth
(804) 399-9313

Nick's
8700 Hampton Blvd.
Norfolk
(804) 489-2563

Paper Moon
6710 Midlothian Tpk.
Richmond
(804) 674-0790

Pure Pleasure
68 LaBrook Concourse
Richmond
(804) 232-5711

Richard's Rendezvous
4410 W. Broad St.
Richmond
(804) 257-7138

Riverside Part II
1734 Broad Rock Blvd.
Richmond
(804) 232-9515

Slims Go Go
29 Port Center Pwy.
Portsmouth
(804) 397-1065

Sticky Fingers
3926 George Wash. Hwy.
Portsmouth
(804) 399-9262

Tail Gators
1813 E. Little Creek Rd.
Norfolk
(804) 583-9835

The Katt
7824 Warwick Blvd.
Newport News
(804) 244-3034

The Last Chance
3904-A Hill St. Rd.
Richmond
(504) 232-9846

Traffic Jam
7336 Forest Hills Ave.
Richmond
(804) 272-1626

Bluebeard II
15674 Warwick Blvd.
Newport News
(804) 887-TITS

WASHINGTON

Déjà Vu
8722 E. Spargue Ave. E
Spokane
(509) 926-8567

Foxes
10707 Pacific Ave. S.
Tacoma
(206) 537-1823

Razzmatazz
714 Denny Way
Seattle
(206) 448-9127

Rick's
11332 Lake City Way NE
Seattle
(206) 362-4458

Toys
3958 Highway 16 W.
Bremerton
(206) 373-6277

WISCONSIN

Bonkers Nite Club
Cty Trk "R"
Rockwood
(414) 684-9950

Heartbreakers
95th St. & National Ave.
West Allis
(545) 255-0545

Loch Ness Lounge
Hwys 35 & 64
Somerset
(715) 247-3855

Play Penn
6426 W. Green Field Ave.
Milwaukee
(414) 475-0373

Vivion's Burlesque
3554 E. Washington Ave.
Madison
(608) 241-2902

WEST VIRGINIA

Big Bertha's
1067 Main St.
Wheeling
(304) 232-7481

Big Bertha's II
1924 7th St.
Parkersburg
(304) 428-5908

Spice Rack
116 1/2 Capital St.
Charleston
(304) 342-9387

Sports Page
6717 S.W. McCorkle Ave.
St. Albans
(304) 766-7668

WYOMING

Clowns Den Night Club
State Line Hwy. 85
Cheyenne
(307) 635-0765

The Green Door
301 East 16th St.
Cheyenne
(307) 634-4141

CANADA

ALBERTA

Airway Inn
2120 Sparrow Dr.
Nisku
(403) 955-2581

8 Ball At The Westlander
3216 13th Ave. SE
Medecine Hat
(403) 526-7500

Mackenzie Park Inn
424 Gregorie Dr.
Ft. McMurray
(403) 791-7200

Rusty's
7230 Argyll Rd.,
Regency Hotel
Edmonton
(403) 465-7931

Shifters Tavern
15004 Yellowhend Trail,
Yellowhend Hotel
Edmonton
(403) 447-2400

The Park Hotel
4916 Ross St.
Red Deer
(403) 346-4121

BRITISH COLUMBIA

Plazoo Showroom
405 Victoria St.
Kamloops
(250) 372-7121

Slack Alice's
123 Front St.
Pendicton
(604) 492-3019

The Ranch Pub & Deli
23 Oliver St.
Williams Coke
(250) 392-2425

Barnet Motor Inn
2025 St. Johns St.
Port Moody
(604) 936-4922

Belmont Hotel
725 W. 3rd Ave.
Prince Rupert
(604) 624-4118

Coachhouse Inn
700 Lillooet Rd.
Vancouver
(604) 985-3111

Courtenay House
498 Island Hwy.
Courtenay
(604) 334-4401

Fox Pub
3366 Douglas St.
Victoria
(800) 663-5663

Golden Ears Hotel
2633 Shaughnessey St.
Port Coquitlam
(604) 942-9038

Lander Arms Hotel
4841 Delta St.
Lander
(604) 946-9505

Wild Duck Inn
720 Lougheed Hwy
Port Coquitlam
(604) 942-7610

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Stock Exchange Hotel
1105 Arlington St.
Winnipeg
(204) 786-6601

Systems Rock Club
103 Bond St., Pandora Inn
Winnipeg
(204) 222-0571

ONTARIO

Bannisters
95 King St. E.
Hamilton
(416) 527-0751

Beef Baron I
624 York St.
London
(519) 672-3430

Chez Paree II
5170 Dixie Rd.
Mississauga
(416) 238-3399

Crossovers
428 Dunlop St. W.
Barrie
(705) 722-8884

Den
1757 Russell Rd.
Ottawa
(613) 731-9790

Dynasty
559 Bloor St. W.
Oshawa
(416) 723-5271

GTR
372 Gilmore Rd.
Fort Erie
9416) 871-2463

Gypsy Rose
200 Bridge St.
Manotick
(613) 692-2545

Kipling Steak House
736 Kipling Ave.
Etobicoke
(416) 255-0883

Matheson's
1280 Matheson's Rd.
Mississauga
(416) 624-2860

Maxine's
1298 Niagara Blvd.
Fort Erie
(416) 871-9333

Mints
5951 Mian St.
Niagara Falls
(416) 357-0471

Miss Diana
264 Lansdowne St. E.
Peterbourough
(705) 743-4271

Roman's Babies
1 Niagara St.
Welland
(416) 732-4741

Therly Arms
2 Creighton St.
Orillia
(705) 325-3269

Windsor Tavern
147 McKay St.
Pembroke
(613) 735-1131

QUEBEC

Hotel Dumont
1056 3e E. Ave.
Val D'or
(819) 824-6053

Le Penthouse
968 Ste Catherine Quest
Montreal
(514) 866-3030

Les Deesses 2
775 Boulevard La Belle
Montreal
(514) 681-4695

Sexy Paysanne
2073 de l'Eglise
Montreal
(514) 765-0193

Studio Sex
5370 Boulevard Laurier
St. Hyacinthe
(514) 774-1930

Ultra Sex
30 Ste Catherine Quest
Montreal
(514) 765-0193

THE STARLIGHT EXPRESS

A CANADIAN LEAD SLED THAT'LL GET YER DOGS BARKIN'

There's a helluva lot more to Canada than Molson, maple syrup, hockey pucks, and back bacon. The young lady in this feature could make me crawl naked across five miles of broken glass, in the dead of winter, just to steal the lint from her dryer. But if you ask Vic Gervais,

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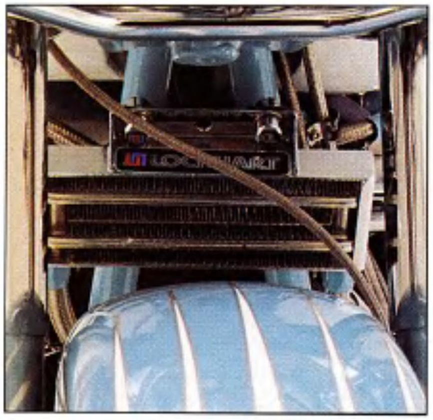
Easyriders

Easyriders
HARLEY-DAVIDSON

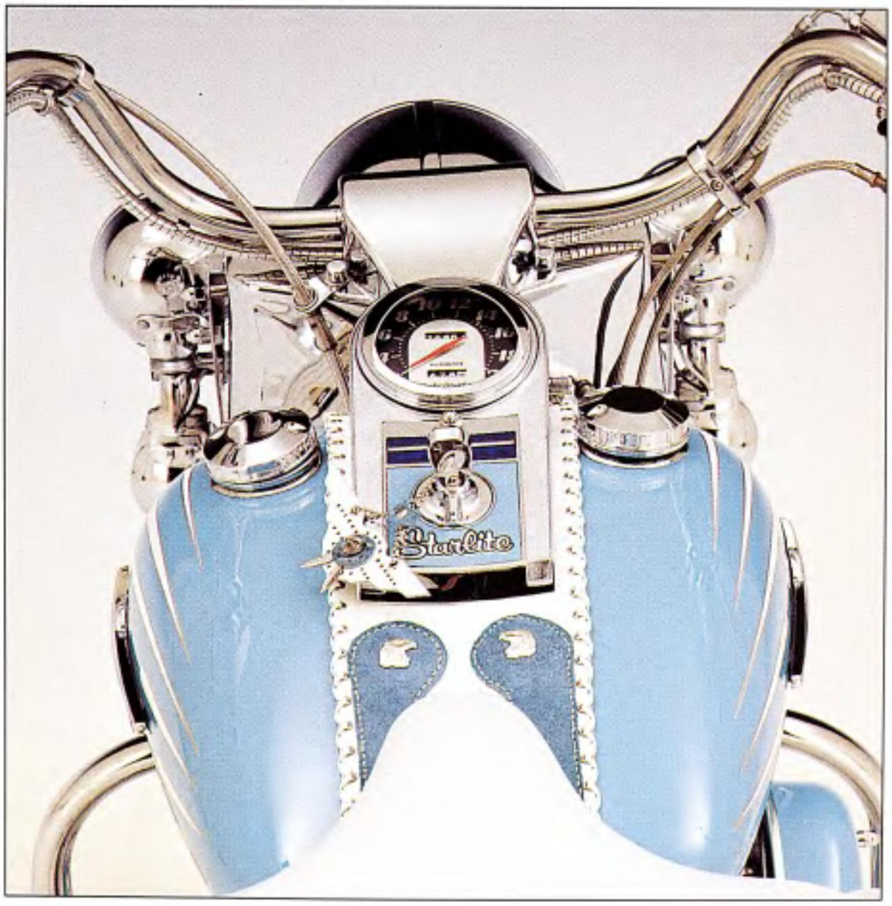
he'll tell ya the best thing about Canada is the bazillions of backroads waiting to be explored on the finest riding machine known to man.

Vic traded a pickup with a camper shell in exchange for this 1979 FLH (the first year of the 80-inch Shovelhead motor) and got a sizable chunk of change along with it. A shitload went into the FLH's year-and-a-half restoration, but it was well worth every penny. The hidden highlights include bumping the motor up to 88 inches, with an S&S Super B carb and Thunderjet and Yost powertube additions. There's also a 440 Sifton cam, Splitfire plugs, and a Dyna S ignition setup that give Vic's FLH enough kick to make his fishtail pipes scream.



Vic designed the scalloped paint scheme, and he chose the '62 tank emblem because that's the year he was born. He wrinkled-painted the cases, cylinders, master cylinder, brake calipers, heads, and tranny. Vic also took the first-time leap and created the mud flaps, shock guards, and tank cover, with help from Tandy Leather Supplies.

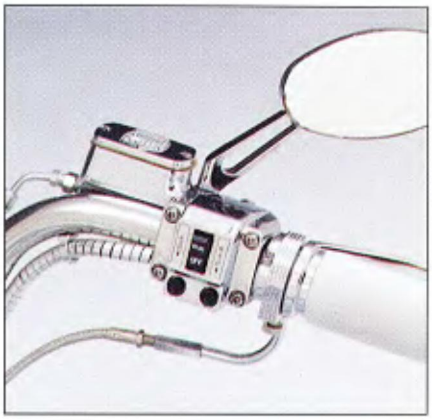
Mark Taylor, owner of Powerhouse Motorcycles in Sechelt, British Columbia, rented Vic a workspace to get this project going, and he's the man responsible for the engine and tranny rebuild. After that, Vic was pretty much on his own, wisely taking Mark's advice here and there to keep things simple →

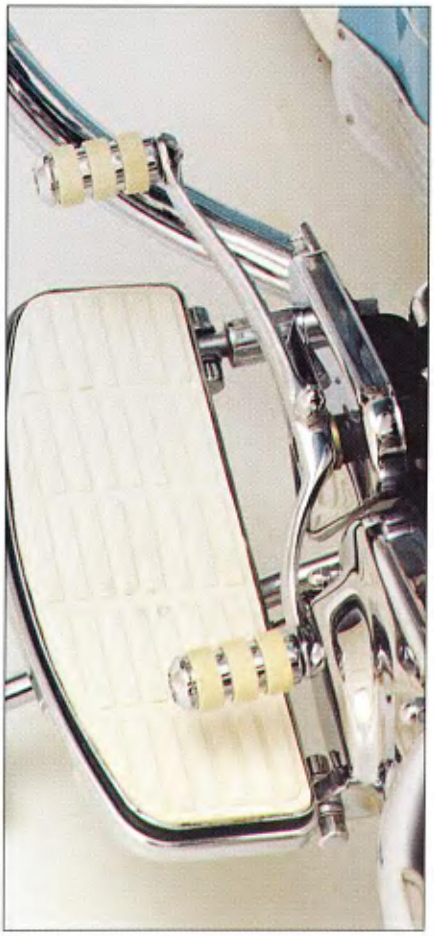


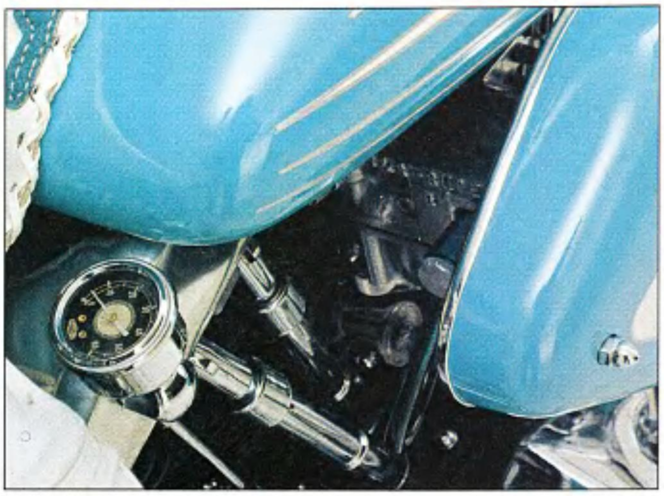
and to the point. The guys at Hi-Way Choppers and Canadian Chopper, both in Vancouver, also helped with the right supply of aftermarket parts, and, as is always the case, a simple strip-down-for-repainting evolved into the stuff of anorexic wallets.

Vic captains a tugboat for a living, hauling fresh-cut lumber, but what he'd really rather do is ride the shit outta this FLH. My guess is that one of these days, you'll be hearing about a guy up north who hooked up an Electra Glide to a paddleboat raft, and pulled a barge full of logs. And if there's a brunette on the back, Vic, tell her I'll bring the bacon if she supplies the syrup, eh?

—Captain Trash







Owner: Vic Gervais
City: Gibsons, British Columbia

General
Fabrication: owner
Year and make: 1979 FLH
Model: Electra Glide Classic
Value: $25,000
Assembly: owner
Chroming: Pacific Plating

Engine
Year and model: 1979 Shovelhead
Rebuilder: Powerhouse Motorcycles
Ignition: Dyna S single fire
Displacement: 88 cubic inches
Lower end: S&S
Pistons: S&S
Cases: H-D
Heads: ported and polished
Cam: Sifton 440
Carb: S&S Super B w/Thunderjet and Yost powertube
Pipes: Custom Chrome
Modifications: ACCEL stainless steel braided plug wires, Splitfire plugs, K&N air cleaner, balancing by Powerhouse

Transmission
Year: 1979
Modifications: Powerhouse, Barnett clutch, Balance Masters, M-6 chain tensioner

Paint
Molding: Scott, D&B Custom
Painter: Scott
Color/type: robin egg blue/RM urethane

Frame
Builder: H-D
Type: swingarm

Accessories
Bars: factory
Fender(s): H-D
Headlight: modified by owner, halogen
Taillight: rectangular H-D
Speedo: Mirage Visor
Pegs: KüryAkyn
Electrics: 12-volt
Gas tank: 5-gallon H-D, panel by owner
Oil system: S&S, Russell lines
Seat: KRO Upholstery, Gibsons, B.C.
Mirrors: Ness Stealth
Grips: CCI, leather

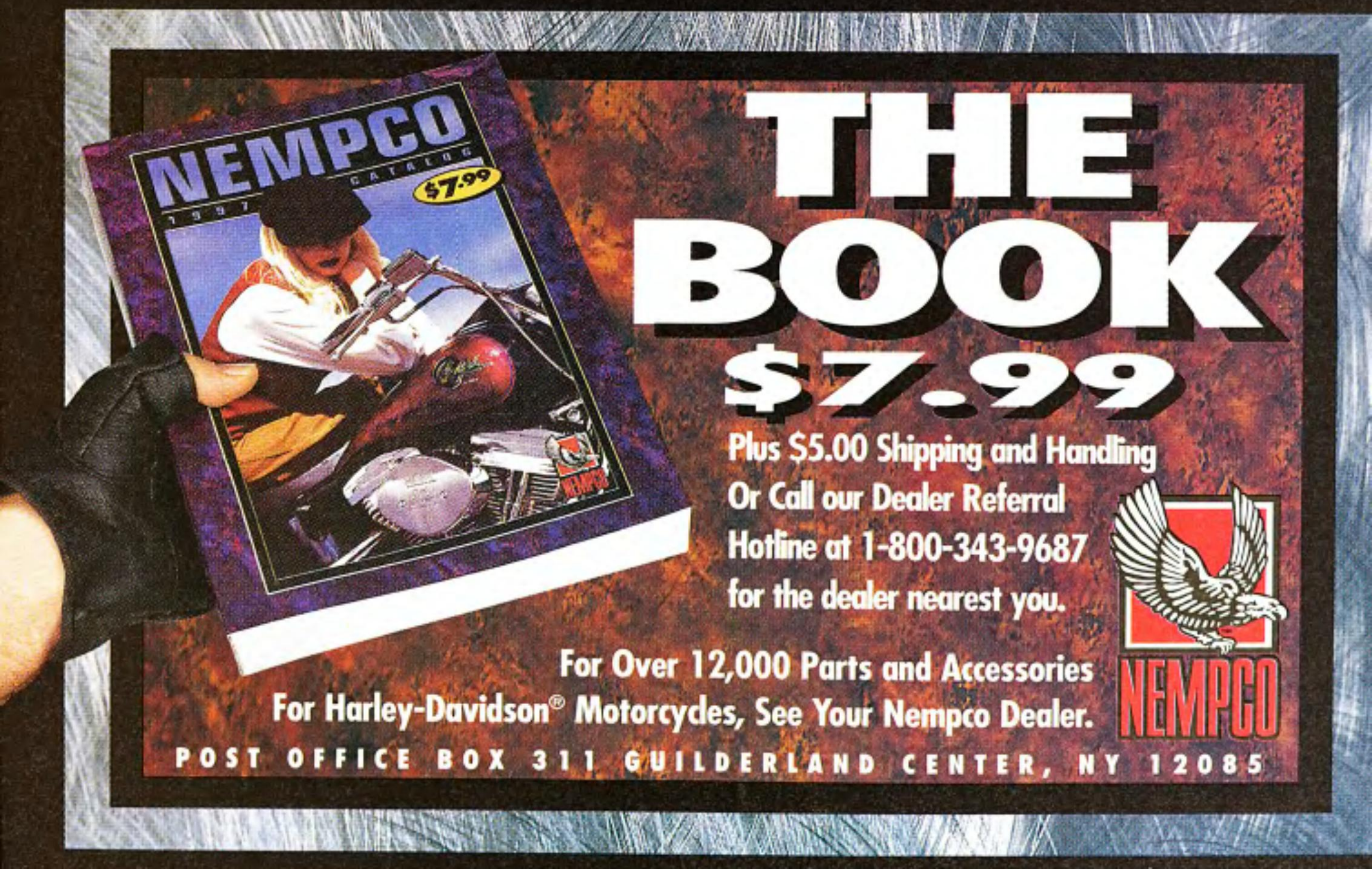
Forks
Type: FLH
Modifications: polished, Progressive springs

Wheels

Front
Type: Custom Chrome
Size: 16-inch
Tire: Avon Gangster, wide white walls
Brake: H-D disc, wrinkle paint

Rear
Type: RevTech
Size: 16-inch
Tire: Avon Gangster, wide white walls
Brake: H-D disc, wrinkle paint

Photos: Raiko Hartman



HARLEY-DAVIDSON & THE MARLBORO MAN

Finally, The Ultimate Lowdown On The Ultimate Low Rider

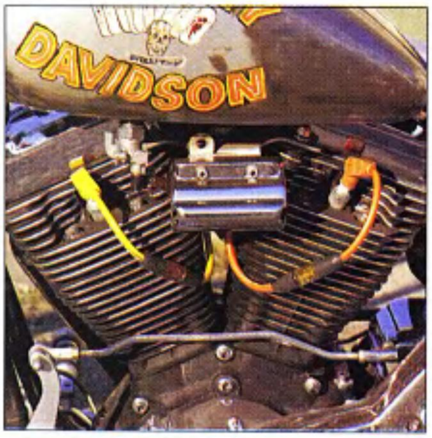
This balls-to-the-wall '89 FXR has been the subject of more tech spec requests than a Fox Hunt winners' photo-shoot panties. Black Death 3, better known as the Marlboro Man bike, was actor Mickey Rourke's fourth attempt to capture what he really wanted in a scooter. Black Death 1 and Black Death 2 were built at Bartels' H-D in Marina Del Rey, California, then scrapped. Next, Mickey had Billy Westbrook build him a scooter, which was later stolen by thieving, gutless, yellow-bellied, scum-sucking, sheep-mating bastards.

The best known incarnation of Mickey's dream bike grew out of his drawing on a cocktail napkin, something he also hoped to be able to use for a prospective movie project called "The Ride." He handed his drawing to Gene Thomason, Dave Fournier and Allan Barsi at Bartels', and they brought Black Death 3, the now infamous S&S 98-inch stroker, to life. (Note: this credit was incorrectly attributed to Billy Westbrook in the March '97 issue of *Easyriders*, Talkin' Tech, page 38. For the record, Gene, Dave and Allan are the one and only builders, period, end of story. Sorry for the omission, guys.)

Shortly after Black Death 3 was completed, MGM approached Mickey

to star in *Harley-Davidson and the Marlboro Man*. He wanted to ride BD3 in it, so MGM commissioned Gene, Dave, and Allan to build a duplicate of the S&S 98-incher. Mickey's stroker was used for some opening scenes and basic riding shots, while the duplicate 80-inch version was used as the primary stunt bike.

The two sets of specs are identical except for the S&S stroker kit, but don't think for one minute that the 80-incher doesn't put the fear of God into ya. I took the damn thing for a spin, and lemme tell ya, there's plenty of wallop waitin' to kick your ass in that version. We'll get to the road reality shortly.



Meanwhile, here's a recipe for the 80-inch stunt bike that's had lips smackin' for some time. All parts and part numbers listed (not all details were available) are stock 1989 FXR issue for the various manufacturers, unless otherwise noted.

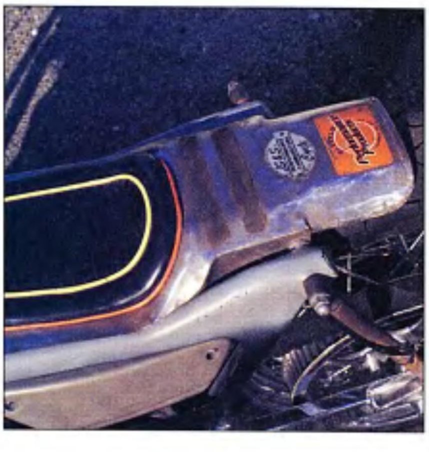
A stainless steel spoked, dual-disc H-D FLT hub (#43404-87) runs dual 11-1/2-inch H-D rotors (#44143-84A Screamin' Eagle, discontinued) with Performance Machine 2-piston calipers (#1220-0018), actuated by JayBrake controls (#06370) through steel-braided Russell brake lines (FXRSP plus 6-inch, dual-disc setup) to stop the 3 x 21-inch Continental tire. The left front peg is stock H-D, replacing a JayBrake forward control peg busted during a stunt spill; the foot shifter, right front peg, and rear brake pedal are what came stock with the JayBrake forward control kit.

According to Gene, the forks are "FLT plus six inches. That's how I ordered them." They have four machined grooves, 2 inches apart on each leg, along with FLT sliders, illuminated by an H-D FXST headlight (#67777-80A). At the rear, a stainless steel spoked H-D hub (#41020-86) sports an 11-1/2-inch H-D rotor (#91845-85A, Screamin' Eagle, discontinued) and a 2-piston Performance Machine caliper (#1268-0052) connected with a steel braided Russell brake line for stopping the ME 88 Marathon 140/90/16 Metzeler tire.

Cosmetic incidentals include a set of 15-degree, 29-inch wide California Design Superbike drag bars sitting atop 6-inch straight risers, sporting billet Ness grips (#07-100), a practically one-off Rick Doss 2-inch wide mirror, '60s-style Custom Chrome switches (high-low beams on left, #25-534, start button on right with no kill switch, #25-533) and a Barnett steel braided clutch cable. The H-D speedo sits in a catseye '30s-style Custom Chrome dash (#26-189), complimented by a Custom Chrome Lucas-style taillight (#19-647, closest known match).

The whole shebang is attached to a modified '89 FXR rubbermount frame with 42 degrees of rake, no stretch, and a chromed swingarm assembly. At the frame's rear, a pair of solid, handmade steel 11-1/2-inch long, 1/2-inch wide struts (moved 2 inches forward at the frame) replaced the stock shocks, lowering the rig a full 2 inches. The fender strut mounting portion of the frame was amputated in favor of abrupt line termination, leaving an unobstructed view of what barely passes for a rear fender and seat.

The rear fender is actually a single piece of hand-formed metal (resting atop the frame), hinged through →



the struts that doubles as a seat pan, 23 inches long and 13 inches wide, with rolled edges only on the back end (5 inches wide). The Don Crager seat is a 1/2-inch thick, 8-inch wide, 13-inch long strip of black leather with orange and yellow trim, wrapped around a thin piece of metal that is Velcroed to the 11-inch wide portion of the seat pan. Remove the seat, unscrew one screw, raise the fender/pan, and you've got access to the battery.

The frame's finish consists of some primer-covered, Scott Bryan bondo work at the neck (to just below the

5-gallon, unfinished Softail gas tanks with a 6-inch plate down the middle), and some primer running from the tanks to the rear struts, then down 1 inch below the seat. The rest of the frame is factory black. The hand-lettered playing cards on the tanks were done by an unrevealed artist, depicting initials of Mickey Rourke's friends.

The stock '89 tranny runs a stock H-D chain primary and 1-3/4-inch H-D belt final drive. The chrome, 3-quart oil tank is fed with all stock rubber lines. Up front, an 80-inch Evo pumps a Bartels' BP-40 series cam and an S&S Super E carb (using a clear fuel line, with an S&S air cleaner) that blasts out of a set of one-off, unchromed oval-cut 1-1/2-inch pipes. The H-D barrel fins have been machined with a V—For Victory—look, but the rest of the motor is virtually stock, except for the H-D ignition that fires through Spiro-Pro, 8mm, silicon-plug wires and H-D 5R6A spark plugs (front and rear). The front cylinder wire is yellow, and the rear is orange, with KüryAkyn (orange front, yellow rear) plug-firing laser nodes.

When you fire it, the thing sounds in real life like it does in the movie: fuckin' awesome. You sit a mere 24 inches off the ground, with all of 4- 5/8 inches clearance, and a 70-1/2-inch wheelbase that requires steering from the shoulders, with plenty of counterweight needed on the pegs to keep steady in slow turns. Open it up, and you'll need more than bread crumbs to find your way home ...

For you high rollers, Black Death 3's price tag stands at 50 grand in a paper bag. If you're the serious sort, call Gene Thomason at (310) 821-3626. Then after you close the deal, fire up the beast, go find The Man, and give him a stink-finger salute as you pop a block-long wheelie. Doin' anything less on this bike just wouldn't be right. It might even get you in pictures.

—David Aldridge

Owner: ....Bartels' H-D

General

Fabrication: ....Gene Thomason, Dave Fournier, Allan Barsi
Year and make: ....1989 H-D
Model: ....FXR
Value: ....50 very big ones
Assembly: ....Bartels'
Chroming: ....Browns/Louie

Engine

Year and model: 1989
Rebuilder: ....Bartels'
Displacement: ....80 cubic inches
Lower end ....stock
Pistons: ....H-D
Cases: ....factory
Heads: ....H-D
Cam: ....Bartels' Performance BP 40
Carb: ....S&S Super E
Pipes: ......handmade 1 1/2-inch straight

Transmission

Modifications: JayBrake forward controls

Paint

Molding/primer: ....Scott Bryan
Special paint: ..handlettered by unknown

Frame

Year: 1989
Type: ....H-D, FXR rubbermount
Modifications: ....42-degree rake 11 1/2-inch struts, chromed swingarm

Accessories

Bars: ..California Design, 15-degree drag
Headlight: ....FXST
Taillight: ....Custom Chrome
Pegs: ....JayBrake
Electrics: ....Custom Chrome
Gas tank: ....5-gallon, welded together
Oil tank: ....chromed
Primary cover: ....H-D
Seat: ....Don Crager
Mirrors: ....Rick Doss
Grips: ....Arlen Ness, grooved

Forks

Type: ....FLT
Builder: ....H-D
Modifications: ....6 inches over, FLT sliders

Wheels

Front

Type: ....H-D
Size: ....21 inches
Tire: ....Continental
Rim width: ....3 inches
Brake: ....Performance Machine

Rear

Type: ....H-D
Size: ....16 inches
Tire: ....Metzeler
Rim width: ....4 inches
Brake: ....Performance Machine

Photos: ....Markus Cuff

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Day 3 Monday - 7 a.m.: Tour breakfast meeting before checkout; afterward visit the unbelievable volcano art museum. Then, it's back on the bikes to view the myriad of attractions within the park ... exotic birds, steam vents, sulphur banks, the Halemaumau overlook, Devastation Trail, and then on to the Thurston Lava Tube. The group will leave the park and continue on to Kalapana, the town recently destroyed by massive lava flows. The tour will continue on with a stop at the hot springs for a soothing dip in the mineral waters. Then, we'll continue on to Lava Tree State Park, Craters of the Moon, Pahoa town, and other awesome attractions.This fulfilling day ends at an exclusive Hilo Hotel for a two-day stayover.

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Day 6 Thursday - Free day to burn up the many magic freedom roads.

Day 7 Friday - All great things come to an end. Bikes must be returned by 3 p.m. Attend the free Farewell Luau at the Royal Kona Resort with exclusive seating and VIP treatment for Freedom Road Tours members.

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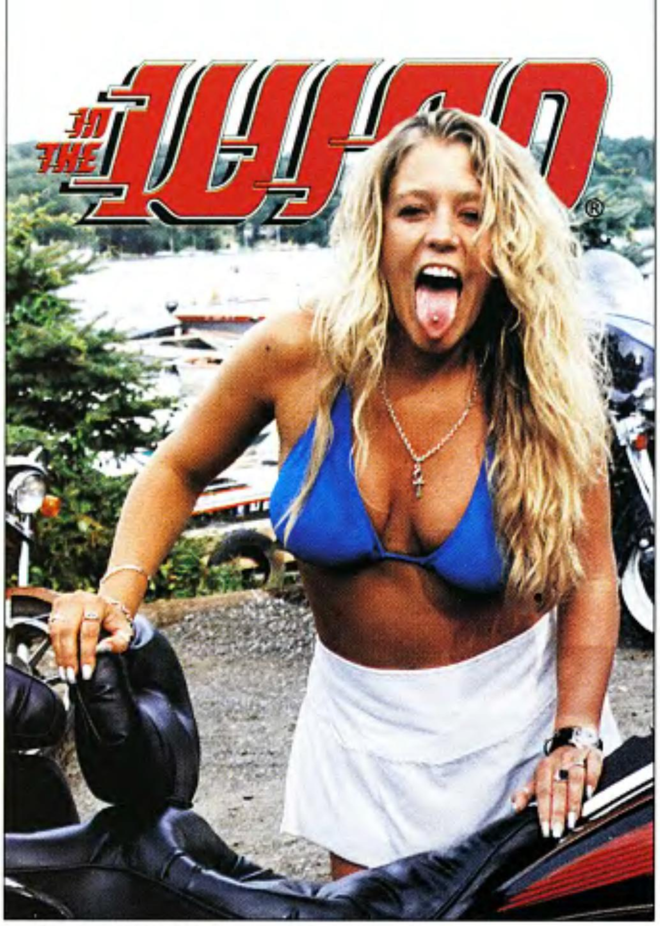
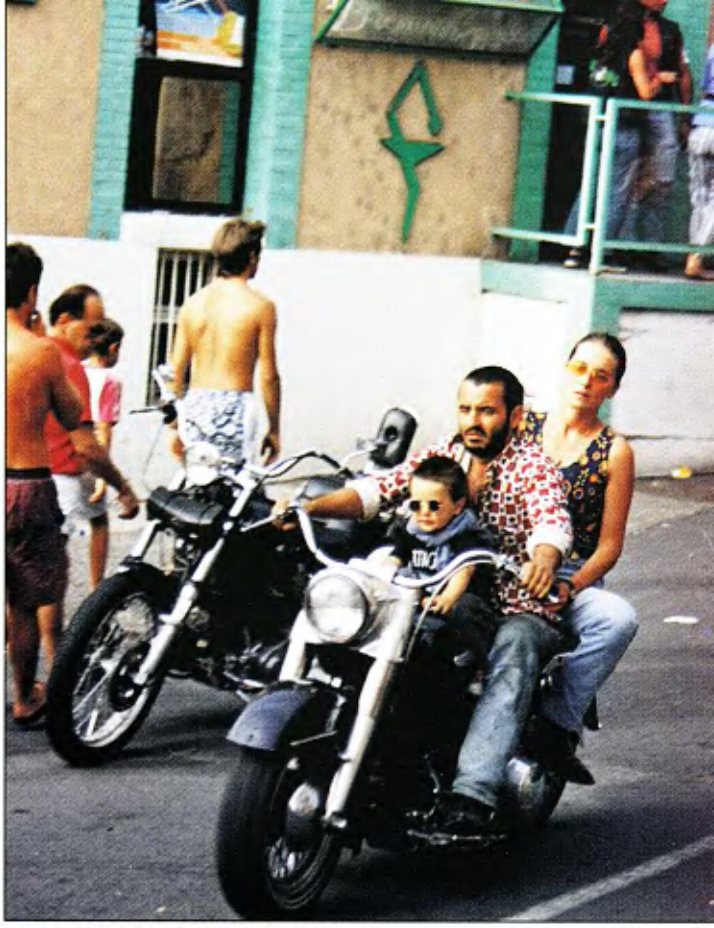


—2 Fat, Lake Hopatcong, N.J.



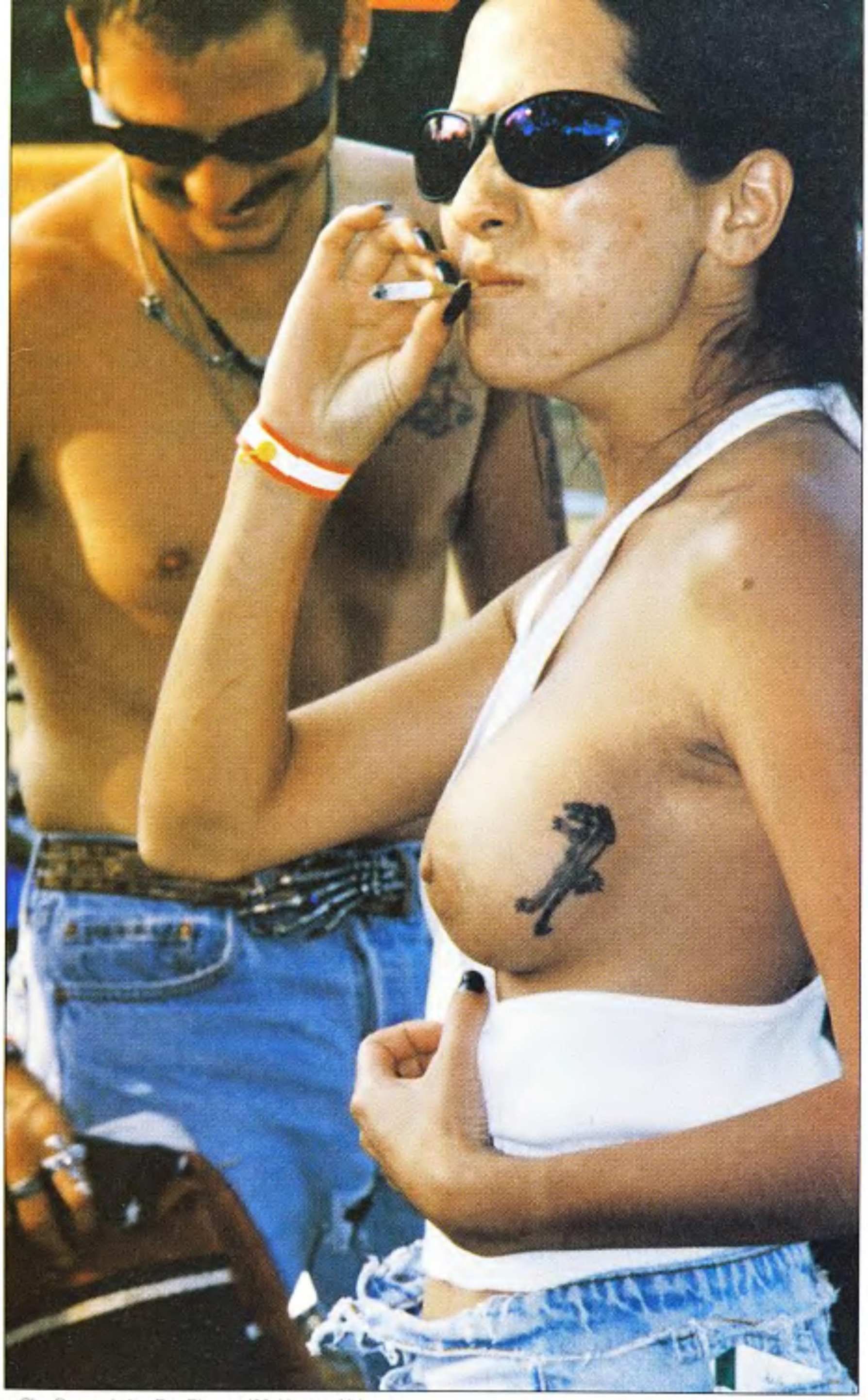
—Hubert Oechsner, Aschaffenburg, Germany

—D.H. Murray, Sturgis '96

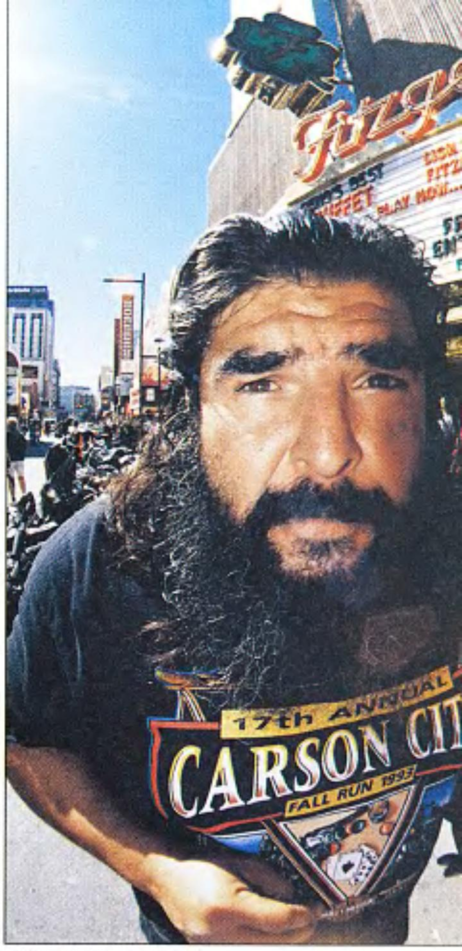
—Blaster, Darien, Conn.

—John Price, Daytona Bike Week '96

—Bob Bitchen, Ft. Lauderdale, Fla.

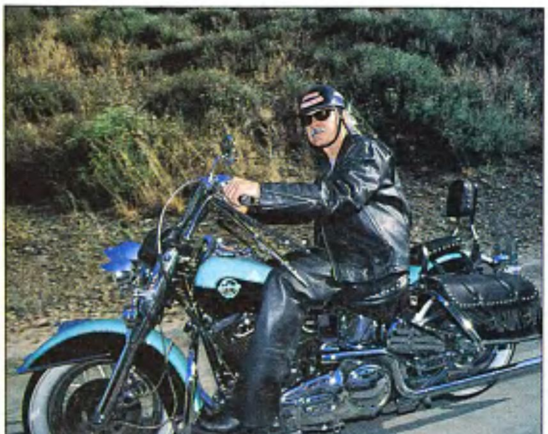


—Glen Bowen, Labor Day Blowout '96, Hooper, Neb.



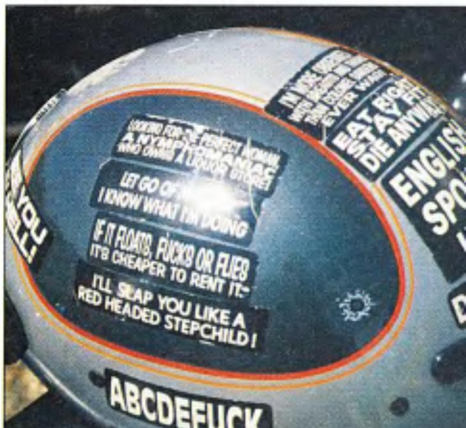
—Michael Reiman, Reno, Nev.

—Rogue, Washington, D.C.



—Don Gale, El Monte, Calif.

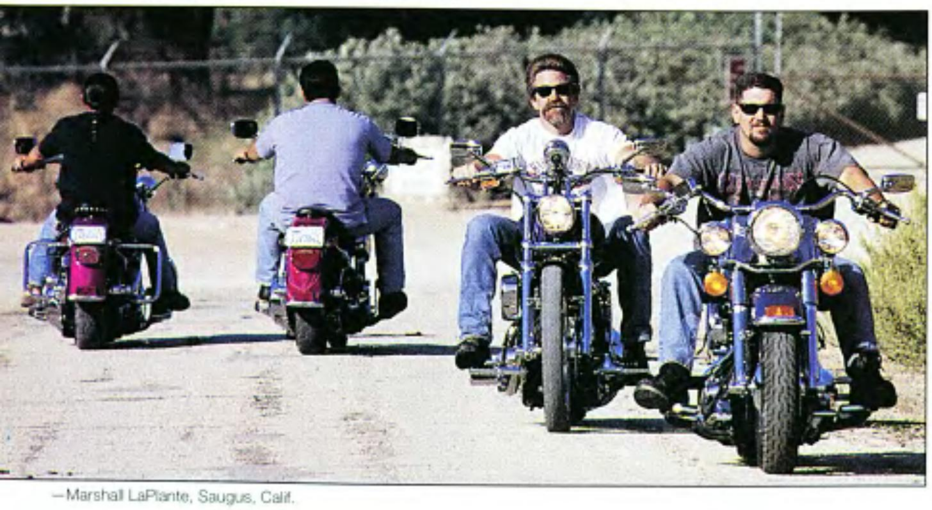
—John Peterson, Shrewsbury, Mass.



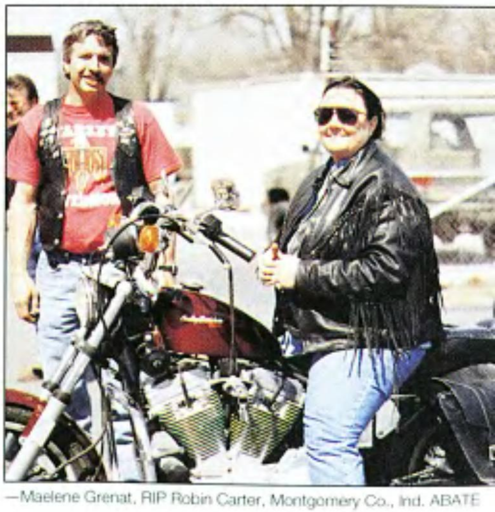
—Scotty Richardson, Sewell, N.J.

—Scott Woodland, *Easyriders* Rodeo '96, Chillicothe, Ohio

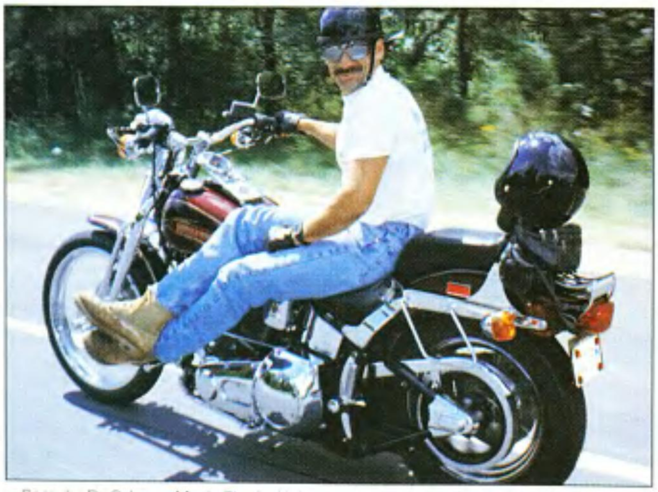
—Allan Hrovat, Willoughby, Ohio



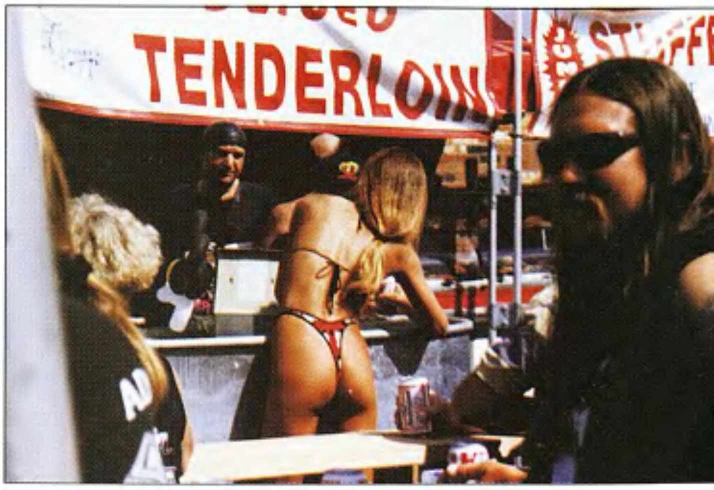
—Marshall LaPlante, Saugus, Calif.



—Maelene Grenat, RIP Robin Carter, Montgomery Co., Ind. ABATE

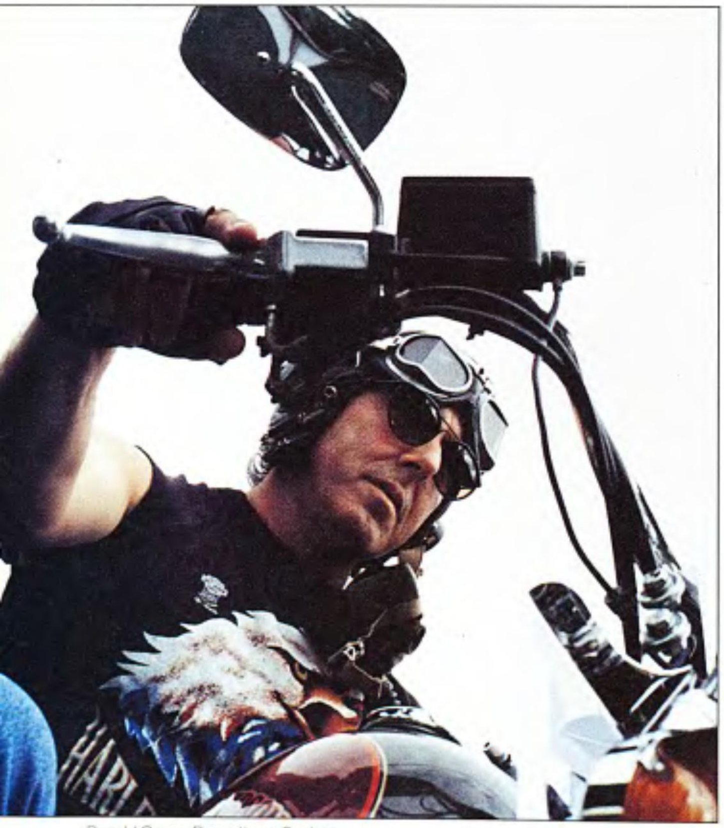


—Spaz, by De Salvano, Maple Shade, N.J.



—Terry Reutenauer, Daytona Bike Week '96

—Vinnie Pennatto, Stamford, Conn.



—Donald Caron, Repentigny, Quebec

—Cyclops, On the road, New York

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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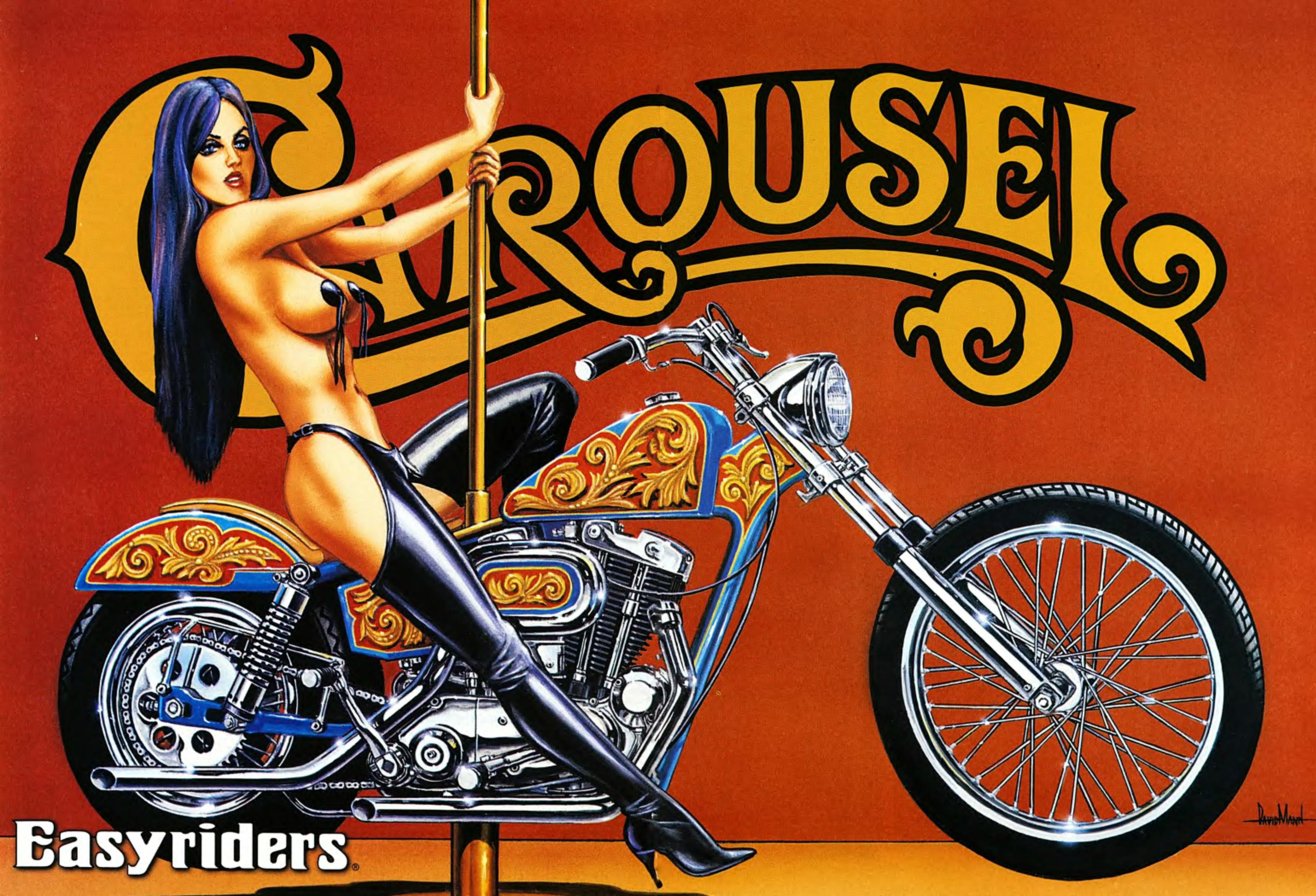

CAROUSEL
DAVID MANN
Easyriders

No freakin' way, José. Six straight years under a deck? Your guts all rustin' out and one fine relic's rotten and molding? Yeah, well jeez Louise, ya wuss. It's time to show who's got the *cajones* in yer crib, fer crissakes. Take a stand with the sweet li'l object o' yer affliction, maybe she'll relent and let ya come in for some, even if hell don't freeze over ... Nah, probably not.

But we're talking about a prodigious '60 Panhead here, that did just that—rust away under owner Robert Shade's deck in Severna Park, Maryland, for six years (oh, the pain).

Robert's father-in-law bought the bike new with every available option, including covers on the kicker spring and clutch arm, even a cigarette lighter, for $1300 (the pain, *the pain*). He was a police chief and Shriner in Mississippi, firing the bike up for work and parades. Notice there's no P-pad or rear foot-pegs? Hey, the Shriners don't play that: "The little woman stays at home, cookin' and cleanin', where she belongs." (Yeah, right. Now yer beggin' for a long squat under the deck, brother, and no chance o' parole—sounds reasonable to me, though).

ONE TOUGH TINTOP RETURNS FROM THE DEAD

MADE FOR MR. SHADE

In 1980, Robert bought the Pan for $2,500. When he and his wife worked in England for five years, they brought it along. "It always drew crowds," he says (back then the Brits didn't see many big bikes around). It came back home with them, where it waited, sadly but patiently, under the deck, till he up and put the wrench to it at last.

Enter Roy Chamberlin, of C&C Cycle in Crofton, Maryland. Roy and significant squeeze Margaret Nicastri have been doing restorations and building customs for 14 years. He says the bike was in pitiful shape when Robert →

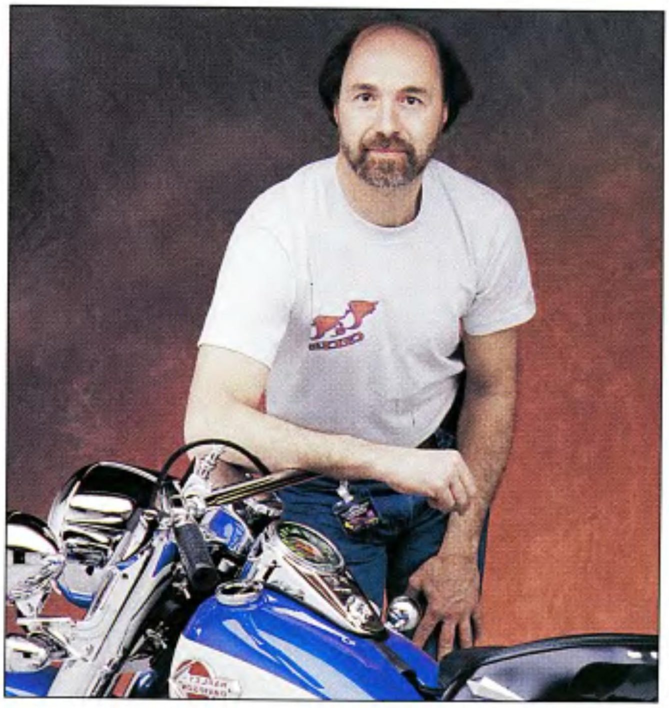
brought it in. The restoration took two years, though most of that time was spent bird-dogging rare original parts from friends, collectors, and some real private sources by bargaining, trading, selling a few souls, then reconditioning them all to concourse.

The Pan's been on the show circuit for about a year now, taking first place at the respected Toronto International and second behind a righteously restored Indian, at the Budweiser International in Baltimore. In fact, it also took an award at the *Easyriders* Invitational Bike Show in Columbus, Ohio.

So that's the story of one tough tin-top's triumphant return to glory. Robert says that when the show circuit's done, and he's not sweatin' scratches so much, some long road mileage is indicated (it's got only 14,000 original now). Way to go, Robert, and keep it somewhere nice from now on, like where I park my greasy ol' oil dripper: her mother's room (*snicker, snicker*).

Well, it looks like rain, so I'd better climb under the deck. Hey, maybe the mouse'll let me come in for some tonight, ya think? Nah, probably not.

—*Glider*



Owner: ....Robert Shade
City: ....Severna Park, Maryland

General

Fabrication: ......C&C Cycle, Crofton, Md.
Year and make: ....1960 H-D
Model: ....FLH
Value: ....bag o' gold
Assembly: ....C&C Cycle
Chroming: ....The Chrome Pit, Canada

Engine

Year and model: ....1960 Panhead
Rebuilder: ....C&C Cycle
Ignition: ......points, mechanical advance
Displacement: ....74 cubic inches
Lower end: ....H-D
Pistons: ....stock H-D
Cases: ....factory
Heads: ....H-D, late-model valves
Cam: ....Andrews J grind
Carb: ....Linkert
Pipes: ....dual
Modifications: ....C&C balancing

Transmission

Year: 1960
Modifications: ....rebuilt, rust removal

Paint

Molding: ....none
Painter: ....C&C
Color/type: ..Hi-Fi Blue/Birch White/lacquer
Special paint: ....powdercoated frame

Frame

Year: 1960
Type: ....swingarm
Modifications: ....none

Accessories

Bars: ....H-D, internal throttle
Fender(s): ....H-D, original rear hinged
Headlight: ....H-D, 7-inch
Taillight: ....H-D, original '55-'72
Speedo: ......H-D (painted nos. on glass)
Pegs: ....footboards
Electrics: ....6-volt, C&C
Gas tank: ....H-D, 3.5-gallon
Oil tank: ....H-D, horseshoe
Primary cover: ....Drag Specialties
Seat: ....solo
Mirrors: ....now has original H-D
Grips: ....H-D original

Forks

Type: ....Duo-Glide
Builder: ....H-D
Modifications: ....cleaned up, C&C

Wheels

Front

Type: ....Star hub
Size: 16-inch
Tire: ....Dunlop Wide White
Brake: ....mechanical

Rear

Type: ....Star hub
Size: 16-inch
Tire: ....Dunlop Wide White
Brake: ....hydraulic
Photos: ....Michael Lichter

FOX HUNT

DECEMBER WINNER

Here she is, bros, our lovely jewel from the Show Me state of Missouri. Julie isn't one of those gals who always looks like a deer caught in the headlights. In fact, we had quite a time just tryin' to slow her down for a few days for the photo shoot. It seems—sorry, fellas—she got engaged on Christmas, and as a token of his affection (or was it a bribe?), Keith—the new ball and chain—whisked her off to the sunny Caribbean. She returned the day before she was supposed to arrive here, stayed for a day in the warm L.A. weather, then flew back to Mo., on the red eye, and with just two hours sleep, went to work in the snow and frigid 6-degree temps. Jules is a meter reader by trade and loves the outdoors. In her spare time she raises horses. She and her betrothed just bought a 25-acre farm and plan on retiring soon. In case you're wondering, yes that is her own '93 Nostalgia she posed on for the contest. She rides all the time and can often be found riding with a group from the St. Louis *Easyriders* store. See her show me—and you—her stuff on page 92 with Michael Werner's '96 FLSTC.

—Oil Can Scott

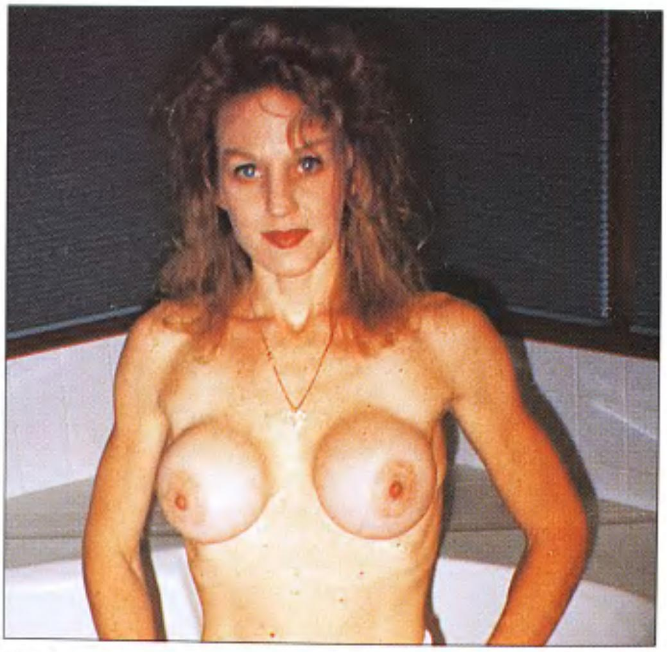
When I think about my "first time" (on a Harley), I remember loving the vibration and the incredible rush I felt then and every time since.
Kelly, Florida—#501

I knew I would never be the same again after having a Hog between my thighs. It took a 40-year-old Harley man to tame this wild cat.
Scarlett, Alabama—#502

That first ride was better than ice cream covered with hot fudge, whipped cream, and cherries.
Lee, South Carolina—#503

I was too young to remember my first, but I've grown up knowing that Harleys are the most beautiful machines on the road.
Reneé, California—#504

I own my house, go to college, and dance nights to put myself through school, but I am still waiting for my first ride. Any volunteers?
Lynn, Rhode Island —#505



That first ride on a Harley was totally thrilling! I only hope there's a Hog Heaven, because I don't *ever* plan to stop riding.
Karen, Illinois—#506

FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #287 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Here she is, bros, the January 1997 winner in our monthly Fox Hunt, Donna, #102, from Seattle, Washington. See more of her next issue.

For this issue, you can begin sending in your votes beginning April 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties is on April 30,1997. We will print the winner in the September1997 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

287

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City__________ State__________ Zip__________

Daytime Phone ( ) ________ Evening Phone ( ) ________

I am _____ years of age, born ______________________

I will pose Topless ________ Full Nude ______________

Model's Signature ______________________

Photographer's Name ______________________

Address ______________________

City__________ State__________ Zip__________

Daytime Phone ( ) ________ Evening Phone ( ) ________

Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

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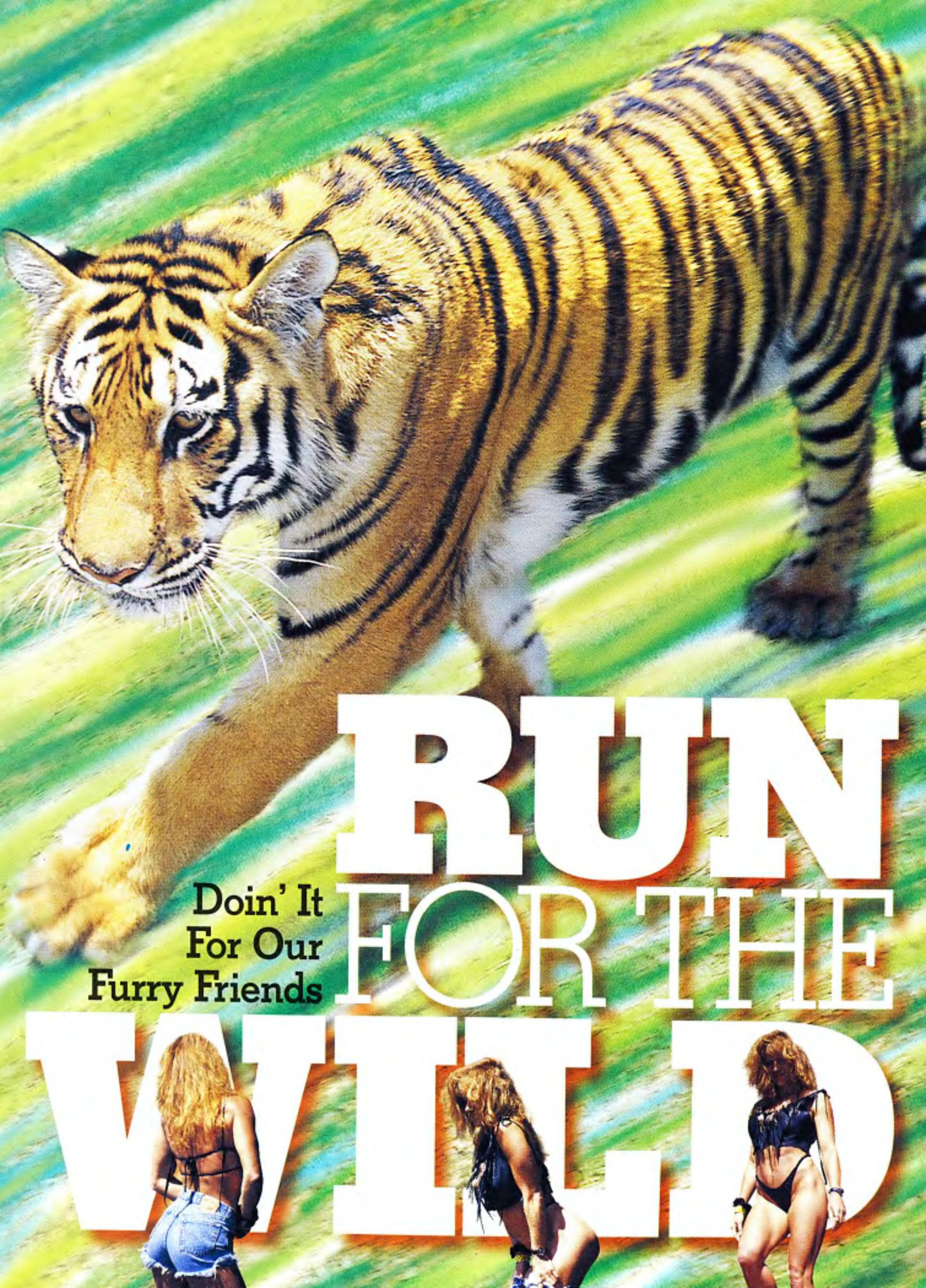
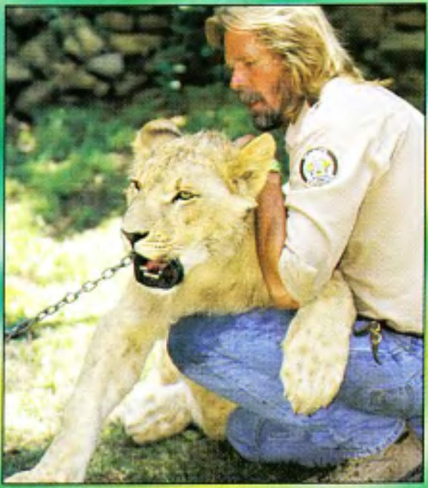
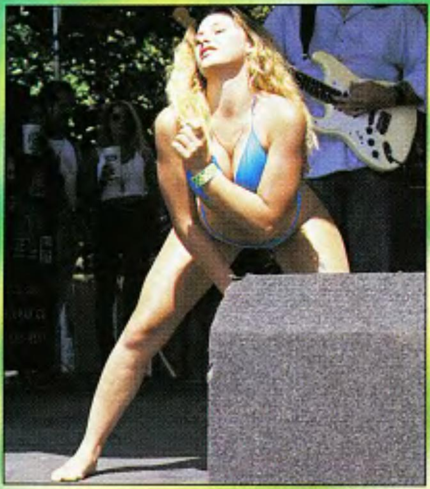
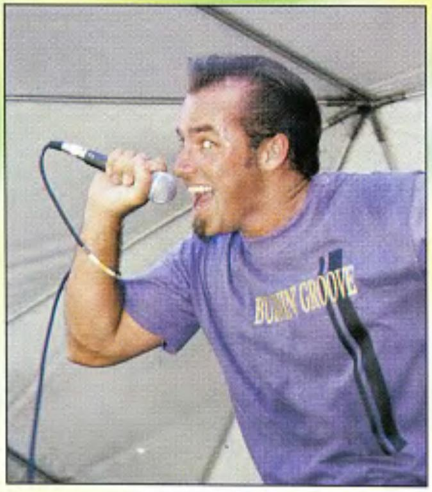


RUN FOR THE WILD

Doin' It For Our Furry Friends







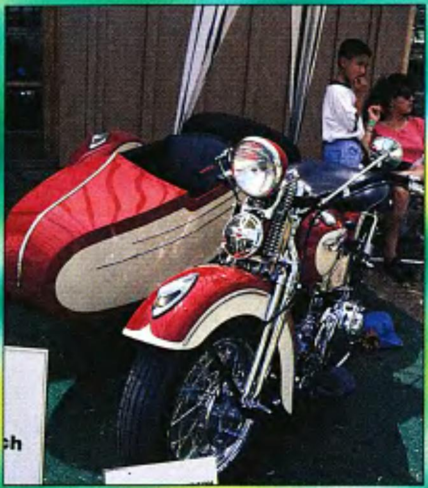
For me, the best thing about riding is bonding with the wild and untamed. No, I don't mean splitting lanes with the moronic gooney birds of the L.A. freeway system. I'm talking about soaring with eagles, running with wolves, and bounding down highways with bears and elk in the meridian.

Last summer in British Columbia, while visiting in Kamloops with Barb Forde, our 1996 Fox of the Year (a damn good representative if I do say so myself), and her husband, Larry, we got the opportunity of a lifetime made possible through the good graces and righteous brotherhood of Al Perrett, owner of Kamloops H-D. Al loaned me and my wife, Kris, his personal Sturgis model for a truly unforgettable putt. Lead by Larry and Barb, puttin' on their coal black Evo, Al Gomez on his Pan, Bill Bonick (service manager from Kamloops H-D) and his wife, Ann, on their Evo, Lyle and Marlene on their Softail, and nearly a dozen other hard-riding Canadians, we took off for the interior of B.C., and a great camping trip starting at East Berriere Lake.

It was the kind of run you don't get in L.A.—wide open spaces, communing with nature, and flat-out flying down peaceful, paved, back-country roads. That run, in the middle of July '96, put everything in perspective. It was a chance to be where life is still truly wild, and it doesn't necessarily come from a bottle or pop top, or even on a dance

floor. It was nature's finest. At one point we were in the Caribou Mountains at the Wells Gray Provincial Park, blowing our minds at Helmcken Falls, a waterfall that freezes over in the winter, leaving a gigantic frozen bowl. When we got back on the bikes and began our descent out of the park, from out of the bushes in a lush meadow on the left bounded a young black bear. We were going about 30 mph, and damn if that bear wasn't keeping up stride for stride with the Sturgis. His strength and fluidity was awesome. His mother appeared, and he tailed off, heading back into the bushes. But it was a sight I'll never forget.

This all hearkens back to an event held barely a month earlier at the Calamigos Ranch in L.A.'s Santa Monica Mountains that was an excellent foreshadowing of my bear sighting. One of that baby black's estranged brethren was being feted and on display, along with a couple dozen other live wildlife creatures, from lions and tigers and bears, to wolves, eagles, snakes, and even weasels. As we all know, sometimes when one of our biker bros is down on his or her luck, they need to be picked up and given their self-respect back, and when an animal strays from its kingdom and is hurt or alone, it also needs some loving care. Martine Colette has been that caring person for animals and reptiles of all types at the 160-acre Wildlife →



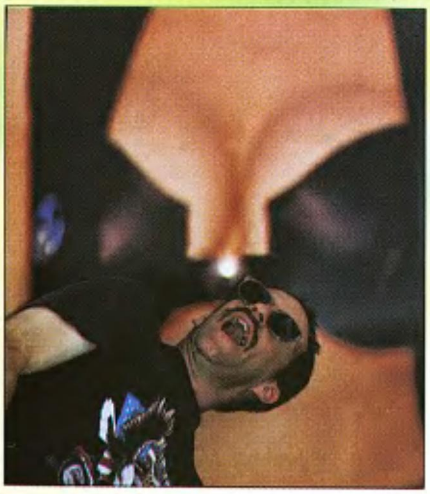
Waystation in the Angeles National Forest outside of the hustle and bustle of Tinseltown. And bikers, being the benevolent bunch we are, jumped in to help Martine make the public aware of her Waystation with a Run For The Wild.

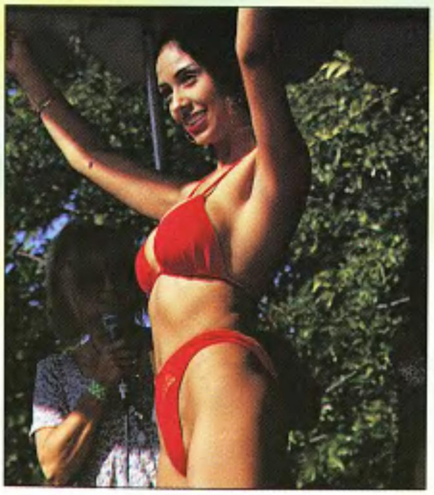
The Fourth Annual Run For The Wild was coordinated by the Southern California Harley Riders Association, and helped out by radio station KLOS-FM, Budweiser, CenterStaging Musical Productions, The Lee Solters P.R. firm, and *Easyriders* to provide a day of animal rights consciousness. Various Hollywood types, from Dyan Cannon and Nina Blackwood, to rockers Bret Michaels and Rikki Rockett of Poison, and Gilby Clarke of Guns n' Roses showed their support, along with a slew of fireball bands including the energetic Burnin' Groove, Eric Sardinas, Free Wheelers, Vulture Gulch, Coco Montoya, and the Roving Godivas that made sure the crowd got to rock.

Packs of bikes left from two gathering points, Accessories Unlimited, in the Santa Clarita Valley, and KLOS on the west side of L.A., to make the trek into the Santa Monica Mountains. It sounded like a rutting herd of bull elephants when those Hogs blasted up the canyon to Calamigos. They were just getting revved for some excellent barbecue that would be dished up.

But with all the sideshows of near-naked girls getting dunked and drenched

Photos: Kim Peterson, Markus Cuff, Patrick Lugo from Lee Solters Co.





in water tubs, a bike show, Miss Run For The Wild contest, vendors, a Bob Seger guitar raffle, thunderous music blasting off the mountain tops, and a silent auction, the highlight, and reason for the whole she-bang, was quietly off to the side. It was a petting zoo where some of the wild creatures that Ms. Colette rescues, houses, and helps get back on their feet (hooves, paws?) could be viewed. Some of the exotic animals have come to her from far-reaching places, like the abused tigers from Idaho, and others from in-state, like the rare bald eagle that was found wounded in the San Diego County area. All are given a good home, and are nursed back to health by professional veterinarians and animal trainers.

Martine has been doing this for years, and is known around Los Angeles, indeed the country, as a kind of a clearinghouse for lost, hurt, and abused animals. She's a beautiful woman, with a heart to match. If you are interested in supporting the Wildlife Waystation by becoming a member, or would like info on the next Run For The Wild, June 22, 1997, write to 14831 Little Tujunga Canyon Rd., Angeles National Forest, CA 91342-5999, or call (818) 899-5201. This is a first-class organization. Help 'em keep the "free" in born free.

—Weasel Kim

REALITY CHECK

Easyriders

Easyriders

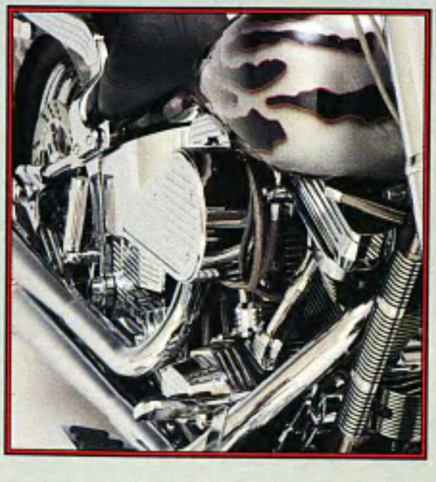
We have all heard one or more urban myths—fantastic yarns passed along from person to person, often accompanied by the storyteller's whole-hearted assurances that the tale is genuine because the events happened to a friend, or a friend of a friend. The more durable of these sagas go on to achieve a kind of legendary status, no matter how improbable they may be.

One classic of the genre is the story of tiny alligators, purchased as pets and later flushed down the toilet, now thriving as fully-grown monsters in the sewers beneath the streets of New York

City. (They even made a flick outta this on the big screen). But that's merely one tall tale among many.

When it comes to motorcycles, the story usually involves a dilapidated old barn, long-forgotten until some incredibly lucky bozo happens to investigate. Inside, underneath the tarp that has concealed and protected it for decades, he discovers a mint-condition Knucklehead, which, as luck would have it, he is able to purchase for a song from the widow of the original owner. Or something like that.

So try this one on for size, submitted by Marty Ruthman, owner of Hi-Tech Custom, one of Southern California's



premier motorcycle shops. One fine day, right out of the blue, a guy walked in and announced that he had some bikes to be modified. "Fine," Marty said. "How many?" The rider's reply, "Twenty," was Marty's first clue that this was no ordinary customer.

Thus began Ruthman's association with Michael Warner, owner of the head-turnin' Harley-Davidson you are lookin' at, as well as enough additional rare scoots, classic cars, and specialty vehicles to stock a museum. The staggering success of Warner's company, Great Western Litho, has given him the opportunity to accumulate a wealth of miraculous machinery, of which this →

custom FLSTC is but one example.

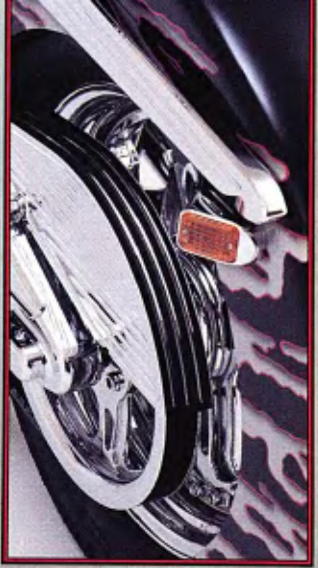
"He had just picked up two bikes," Marty relates, "and he wanted them customized so that one looked really old, and one looked really modern. To make one look old, we tricked it out with checkerboard paint, finned, Panhead rocker boxes, cases, primary cover, and so forth. We even made drums to go over the discs so the bike would appear to have drum brakes."

The motorcycle shown here is the "modern" version, and, in addition to what the accompanying chart reveals, features RC Competition wheels, Ness

triple trees, Progressive Suspension spring forks, air-adjustable Fournales Pan-Cruisers shocks, Race Tech dampers, and close-ratio gears, not to mention the eye-grabbing "tearaway" paint job, where one layer of paint appears to be peeling away from a layer of a different color beneath.

And last but by no means least, the final custom touch to this surreal scoot is Julie, our last monthly Fox Hunt Winner for 1996. She's no halucination, but could be passing into the realm of legend after her photo shoot. With myths like this, who needs reality?

—Kickstart Paul



Owner: Michael Warner
City: Beverly Hills, California

General
Fabrication: Hi-Tech Custom
Year and make: 1996 Harley-Davidson
Model: FLSTC
Value: $65,000
Assembly: Hi-Tech Custom
Chroming: South Bay

Engine
Year and model: '96 Evo
Rebuilder: Hi-Tech
Ignition: Screamin' Eagle
Displacement: 80 cubes
Lower end: Hi-Tech
Pistons: Wiseco
Cases: Harley
Heads: Hi-Tech
Cam: Andrews EV 35
Carb(s): S&S Super E
Pipes: Ness
Modifications: Ness air cleaner, Williams Motors balancing

Transmission
Year: 1996
Modifications: none

Paint
Painter: Lisandro
Color/type: Lisandro mix /lacquer
Special paint: Mad Mike

Frame
Year: 1996
Type: wide glide
Modifications: rear end widened by Hi-Tech

Accessories
Bars: Cal Design
Fenders: Ness
Headlight: Ness
Taillight: Ness
Speedo: stock
Pegs: Ness
Electrics: 12-volt, stock
Gas tank: Lisandro
Oil tank: Custom Chrome
Primary cover: Ness
Seat: Danny Gray
Mirrors: KüryAkyn
Grips: Ness

Forks
Type: Hi-Tech
Modifications: custom machined

Wheels

Front
Type: RC Competition
Size: 16-inch
Tire: Dunlop
Brake: Ness

Rear
Type: RC Competition
Size: 16-inch
Tire: Dunlop
Brake: Ness

Photos: Raiko Hartman

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1996 COLUMBUS CUSTOM
Stock #: NM011 **Color:** Orange **Mileage:** 250 Break in

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996 COLUMBUS CUSTOM
Stock #: NM012 **Model:** Fat Boy Look **Engine:** 96ci **Mileage:** 200 break-in **Color:** Pink & yellow.

1996 COLUMBUS CUSTOM
Stock #: NM013 **Engine:** 96 ci. S&S **Mileage:** 150 break-in **Color:** Black

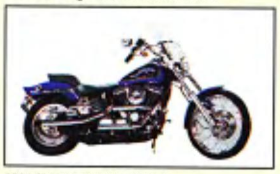
1997 COLUMBUS CUSTOM
Stock # NM014 **Color:** Black/silver marble **Mileage:** Break in miles **Features:** Wide chassis, stretch tank, lower air dam

993 HARLEY-DAVIDSON
Stock #: UM154 **Model:** XLH 1200 **Color:** Black **Mileage:** 3400

1994 HARLEY-DAVIDSON
Stock #: UM155 **Model:** FLHTC **Engine:** 80 ci **Mileage:** 30,600 **Color:** Black

1986 HARLEY-DAVIDSON
Stock #: UM1000 **Model:** FLT **Engine:** 80 ci **Mileage:** 43,000 **Color:** Red

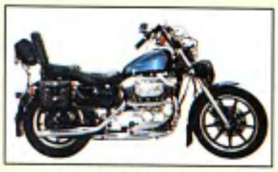
994 HARLEY-DAVIDSON
Stock #: UM166 **Model:** FXSTS **Engine:** 80ci **Mileage:** 15,056 **Features:** Drag pipes-S & S carb & custom turn signal on rear.



1994 HARLEY-DAVIDSON
Stock #: UM157 **Model:** FXSTC **Engine:** 1340 cc **Color:** Blue **Mileage:** 4700

1982 HARLEY-DAVIDSON
Stock #: UM144 **Model:** FXR **Engine:** 80ci shovel **Mileage:** 37,334

995 HARLEY-DAVIDSON
Stock #: UM165 **Model:** Bad Boy FXSTSB **Color:** Black/Blue **Mileage:** 1160



1991 HARLEY-DAVIDSON
Stock #: UM168 **Model:** 1200 Sportster **Mileage:** 29,000 **Color:** 2 tone blue

1951 HARLEY-DAVIDSON **Stock #:** UM75 **Model:** Panhead **Engine:** 1200cc **Color:** Brown **Mileage:** 1100 on rebuilt engine

995 HARLEY-DAVIDSON
Stock # UM146 **Model:** Road King **Engine:** 80ci Evo **Mileage:** 3100

TITAN
Stock #: 092 **Model:** Scorpion **Engine:** 1570cc 96ci 108 h.p. **Color:** Black **Mileage:** Unlimited mileage warranty

1997 TITAN
Stock #: Titan 066 **Model:** Gecko **Engine:** 96ci/108 H.P. **Features:** 3 year/unlimited miles **Color:** Yellow

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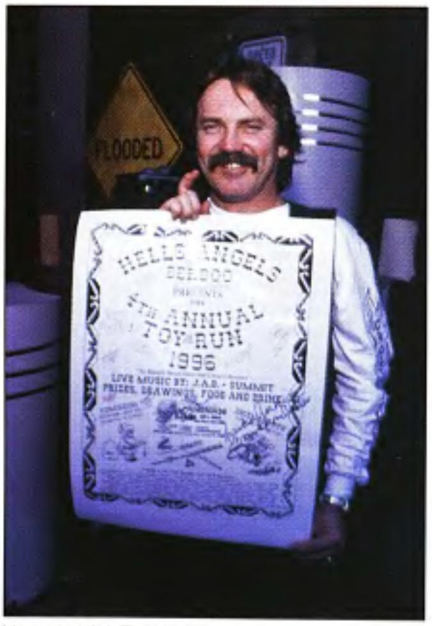
Shhay, barmaid, how 'bout another drink?

SALOONS



How ya doin', Tommy?

The City Limits gang.

Here's lookin' at ya.

Howdy. As you can see, I'm back once again. While in Southern California during the holiday season, I thought I'd check out some local watering spots near the ol' homestead.

The first place I visited was Bananaz Grill and Bar in Palm Desert. ABATE Local 36 holds their meetings there on Thursday evenings, between 7 and 9, but, as luck would have it, the night I dropped in the Local members were takin' a break for the Christmas season, doin' some last-minute holiday shopping. Nevertheless, I did get to meet Randy Adams, the manager, and a couple of nice-looking waitresses. Bananaz is an upscale sports bar featuring patio dining, billiards, and a fine restaurant that features a midnight menu for the night owls among us. It may be a bit pricey for some of us scooter tramps who are used to drinking domestic beer, but then, what isn't expensive in the Palm Springs area? Anyhow, it's easy to find, and like I said, if you get there on a Thursday evening between 7 and 9, you'll see plenty of bikes and riders. You'll also find bikers there on the second Sunday of the month enjoying a tasty $6 brunch. The ABATE folks have an informal meeting from 8:30 to 10 in the a.m.; they then go for a group ride.

A few months ago, I wrote about the Crossroads Bar and Grill. On December 8, Local 81 from Berdoo held their 4th Annual Toy Run there. It was a huge success with more than 1,200 putts showing up to support the club's charitable efforts. Admission was $10 and a new toy. For the 10 bucks, you got a fine barbecued →

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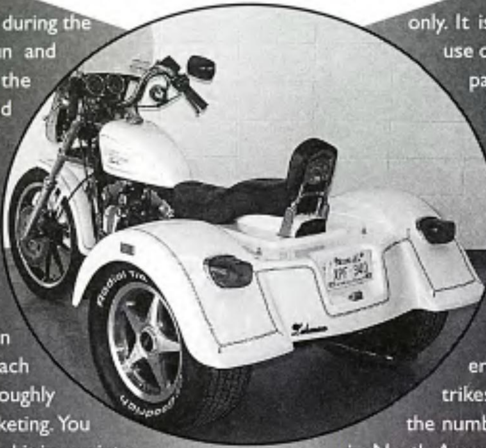

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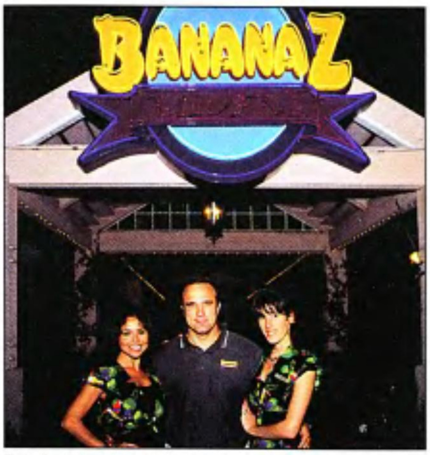


Randy Adams and Bananaz waitresses.

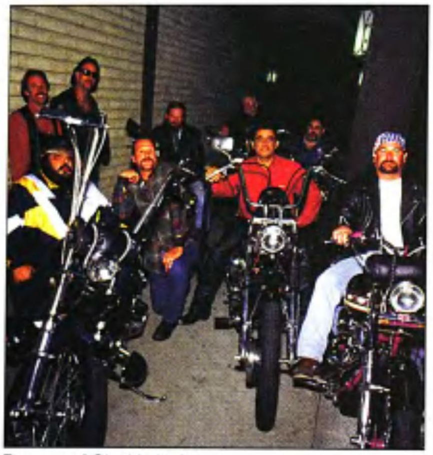
meal plus a neat ride pin to remind you of what went on at that day. It was a fun, happy day. It turned out to be even more special for me, because I got to visit with lots of my home folks. Working on the road has few drawbacks, but one of them is being away from my loved ones and dear friends. I guess ya can't have it all.

Anyhoo, those of us attending the run at the Crossroads had lots of fun. The live music was provided by the Summit band and J.A.B. (Just Another Band), who performed into the late afternoon. They played old-time favorites—ya know, the ones we love to hear and dance to. They played as if they dug the biker crowd. We dug 'em too. The food at The Crossroads was tasty and mighty fine.

There were just too many generous sponsors of the 1996 Berdoo Toy Run to list here. A dude named Hillbilly won the Daytec frame that I had my eye on. Another bro, who won a pair of reconditioned STD heads, gave them back to the club to be auctioned off. He kept half the auction money and donated the other half to benefit the Head Start program and other area charities, supported by Local 81 Berdoo. Thanks for the donations, one and all. Ya did good!

The Crossroads has a full bar, food, darts, pool tables, and horseshoes out back. It's a real popular nightclub which caters to the biker crowd; Tom the owner, rides a Harley. At The Crossroads blues collides with rock. They feature live music on the weekends, and a deejay during the week.

As my saloon-hopping continued, a few days later, I dropped in on a *very* friendly place—City Limits. It's located between Citrus and Workman Streets in Covina, California, in one corner of a strip mall called the Terrado Plaza. Longtime rider Charlie and his ol' lady, Legs, run the place. They will treat you right. Live rhythm and blues acts are featured on Monday, Thursday, Friday, and Saturday. They have an



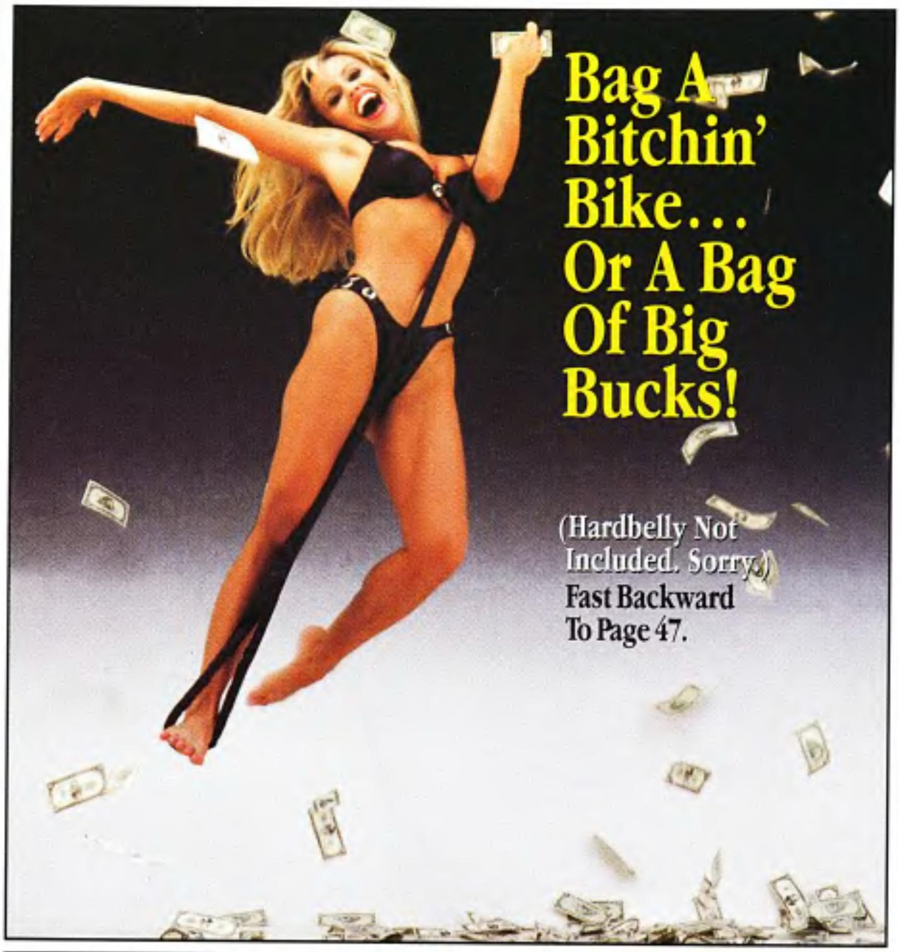
Patrons of City Limits bar.

Good-looking barmaid at The Crossroads.

open mike night on Monday evenings, and everyone's welcome. The house band is headed up by Art Martinez, formally of The Midnighters. On Thursday nights they hold a pro blues jam hosted by Smokehouse. Friday and Saturday nights, they host bands who play more rhythm and blues along with some classic rock.

The night I was there, the featured headliner was Joe Houston, with Mark St. John and The Defrosterz blues band backing him up. I recognized and spoke to Mike Malone, the band's keyboard player, who, after two years, is finally out of a leg cast. I met him a few years back at Cook's Corner, another hot biker spot located in Orange County, which is listed in *Ridin' With Rip, The Bros Club Guide to America*. Mike lives in Long Beach, near one of my daughters, and knows her as well as my grandson Austin. It was fun spending time and talking with him. He told me of a long road trip he and the band had recently finished.

City Limits serves many finger foods such as chicken wings, burgers, hot dogs, onion rings, chili fries, zucchini, and jalapeño peppers (deep-fried jalapeño chilis stuffed with cream cheese), very tasty and hot on the palate. Along with the live music, ya can play pool and shoot darts. →



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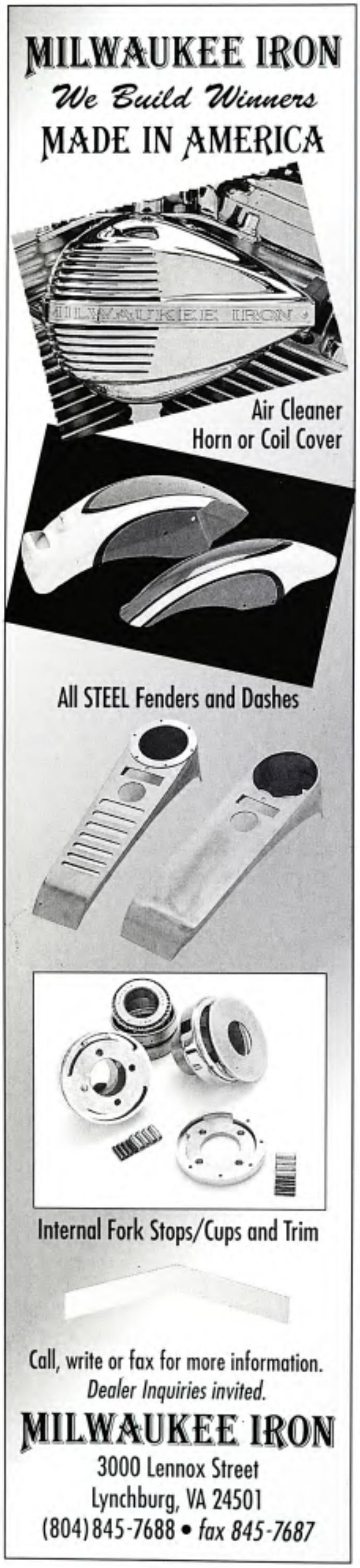
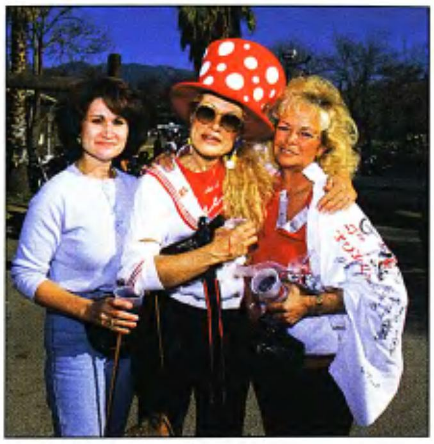
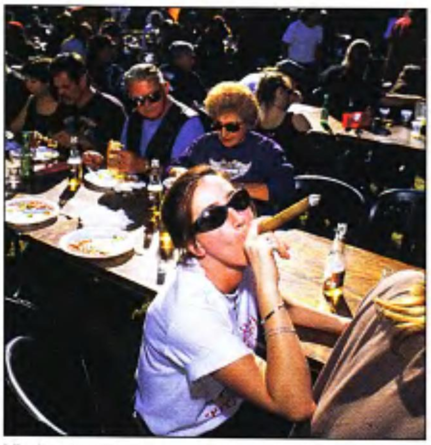




Berdoo Toy Run participants.



Hit that stogie.

Another important thing for riders is the lighted motorcycle parking lot.

Charlie Fagan, the owner of City Limits, also has a bike shop, Charlie's Cycle Works. Charlie does restorations and also builds custom motorcycles to suit his customer's needs and wants. I've known him many years, and have seen, firsthand, the quality of his motorcycle work. He builds fine-lookin', fine-runnin' fast bikes and is often seen at local drag racing events. Charlie can build ya just about anything you can dream up. So check out his place if your bike needs some attention. He'll treat ya fair and square—particularly in the wallet department.

My last stop was at a bar called Tall Paul's Tavern, not far from City Limits in Covina. Tall Paul's is located in West Covina, so as ya might guess, the Covinas are next door to each other. By the way, most of these bars I'm writing about can be reached off of Interstate 10. Tall Paul's is also in a strip mall. They don't sell hard alcohol there, but they do serve lots of cold beer and wine with tasty finger food. Tall Paul's has several pool tables, as well as dartboards, and they sell Lotto tickets. The Tavern is a favorite meeting place for riders before leaving on runs. Most of ya know that Southern California's weather is never so bad that ya don't feel like riding.

The joint is owned by Mike Borin and if you get there in the evening, you may see good-looking Tina tending bar. Tell her you heard about the place from reading Rip's Run in *Easyriders*. Check it out—it ain't a half bad place to hang and meet some good folks.

Later in the month, while browsing for Christmas presents at Palm Springs Harley-Davidson, I ran across an interesting book titled *Motorcycle Touring in Southern California*. It was written by Jan Williams and Judith Uthus, with help from Larry Lane, who's been riding around these parts since 1959. The book must have the blessing of the Harley dealers, and maybe even the factory, since there are several Harley ads in the book, as well as a listing of many Southern California Harley dealers. It didn't feature any of the saloons that I'm writing about, but it did have a wealth of information concerning many other bars and restaurants in the greater SoCal area, as well as beaucoup motorcycle hot spots and other tourist info. It was interesting seein' listings for many of the bars that I've frequented over the years. The book includes map illustrations and a section listing biker-friendly hotels and a few off-the-beaten-path restaurants. If you live in Southern California, it may clue you in to some hot spots you may not have been aware of.

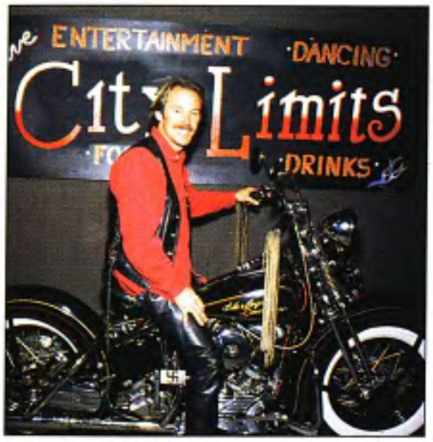
Tina, a barmaid at Tall Paul's Tavern.

Photos: Rip

Well, I'm cuttin' it off here. I hope you folks had a fun holiday season and that Santa brought you lots of bike goodies. I've been getting better day to day, nothing major, just steady progress. I hope that means that I'm beating this cancer—only time will tell. Until then, see ya.

—*Rip*

Write to:
Rip's Run
P.O. Box 3000
Agoura Hills, CA 91376-3000



Charlie Fagan aboard his bitchin' Knucklehead.

Photo: Hawg Nutz Racing

Randy and daughter at AHDRA drags, Xenia, Ohio.

Making Toy Run Tracks

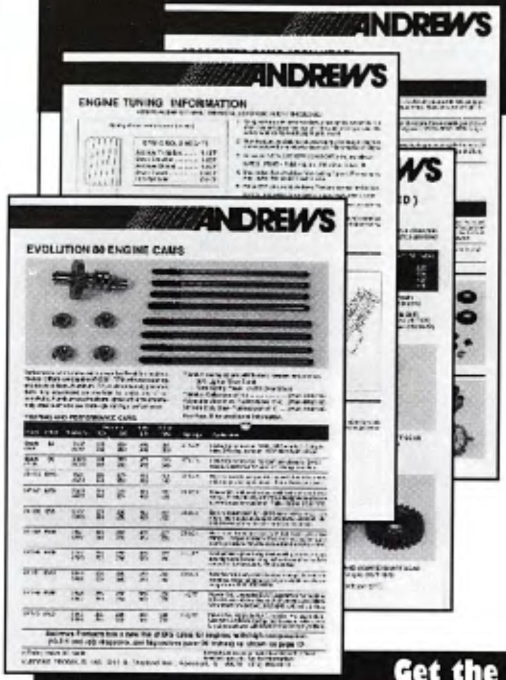
Yeah, I know. It may seem a bit crazy to be reading about toy runs in the May issue, but due to the lead time in our magazine production schedule, it's actually early January as I sit down at my keyboard to bang out this Bros Club Report.

Along with some of my favorite Bros Club members, I attended the Pomona Valley H.O.G./ABATE #19 Toy Run for Santa Claus, Inc., held at the Elks Lodge in Ontario, California. Upon arriving, I was amazed by the large number of Harleys in the parking lot. This was a well-organized event complete with games, a band, food, a vendor area, plenty to drink, and much more. My hat's off to all involved. The large pile of toys collected for the kids reflected their outstanding efforts.

From there, we rode out to The Crossroads Bar and Grill in Yucaipa, where we ran into Rip (as you might imagine from his previous article). However, what Rip didn't mention was that the owner, Tom Green, is a Bros Club member in good standing, so if you're in the area, stop in—it's a great place, as Rip wrote. And, oh yeah, I had almost as much fun as Rip (he had more fun, 'cause he has seniority).

The next weekend I had the privilege of being the guest of J.C., a Solo →

PERFORMANCE PAGES



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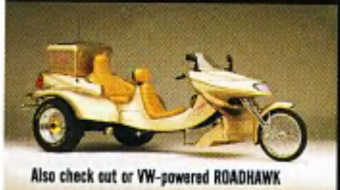

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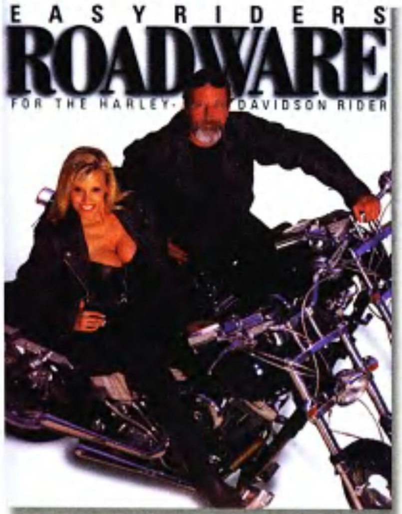

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Happy people at the Carnitas Restaurant.

Angeles and Bros Club member, and the Solo Angeles MC, at the Tijuana Toy Run. My bro and a Bros Club member, Chuck Samilia from Chesterton, Indiana, came out for his first trip to California, and the next thing he knew, he was on his way to his first trip to Baja, California (which means "lower California"). That must mean we live in "upper California," then, huh?

The Tijuana Toy run is truly an international event. Man, Chuck's eyes were bulging at all the unusual sights, and I think he was suffering from visual overload by the end of the first day. We stayed at the Camino Real Hotel in Tijuana (or "TJ" as locals call it). The friendly hotel staff was real eager to satisfy our every need.

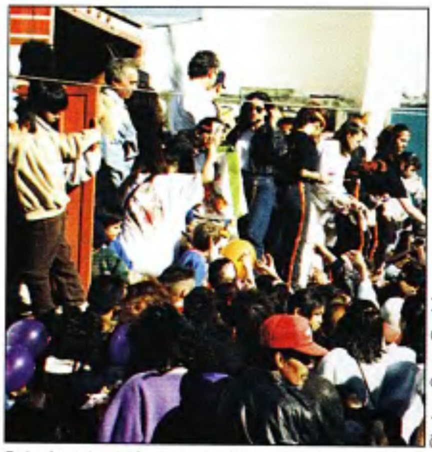
On Saturday night, a bunch of us rode our bikes to a place called Carnitas, where you buy pork by the kilo and it comes with all the trimmings. Ya can bet that we went through many kilos that night, along with *mucho cervezas*. After that, we went back to the Solo Angeles' clubhouse where they had the street blocked off—sort of.

The actual toy run took place on Sunday, and we all met early (at least it *seemed* early, because the night before lasted so damn long). At the clubhouse, we lined up for the official *policia*-escorted parade through town, where bikes lined the main drag, Revolución Boulevard, on both sides and down the middle.

What a sight! It seemed like the whole city had turned out for this event, and everywhere you looked were children of all ages, waiting for Santa and the Solos to pass out toys. This was impressive, because you got to see the kids getting the toys. To keep everyone honest (yes, there is a Grinch) they gave each child a numbered ticket that had to be turned in for their toy. They showed a lot of class at this event, to make sure no kid was left out or disappointed.

I'll finish on this note: For the entire two days and nights that we spent down there, I never met any hostile people. In

Photo: Stan Atherton



Photos: Gregg Daniel

Solo Angeles MC pass out gifts at Tijuana Toy Run.

fact, on the day of the toy run, all the people who owned shops and stores just couldn't thank us enough for what we were doing to make Christmas a little better for their children.

Like Rip, I also prefer to spend the holidays close to home, if I can, and I visited a number of shops in the Southern California area. One of the shops that stands out is Biker Connection in Orange, owned by John English. What makes John's place different is the indoor swap meet, located in a large room on the side. There is a mammoth collection of parts and accessories—some old, some new. It's a great place to spend a rainy day, or to locate that hard-to-find part you've been searching for.

Speaking of swap meets and parties (who mentioned party?), I stopped by the Santa Fe Springs Swap Meet held once a month at the old Santa Fe Springs Drive-In Theater. This swap meet has a real party atmosphere, complete with a live band, barbecue, and a bikini girl contest to wind up the night. This is held outside and can be affected by the rain, but the Coors Silver Bullet Girls are always walking around to keep things warmed up.

The Orange County Swap Meet at the Costa Mesa Fairgrounds is held indoors and the only thing that the rain will affect is your attitude when you're riding in that shit to get to the swap meet. If you need a part or something else for your scoot, it's most likely there. This swap meet has a family atmosphere, so don't be afraid to bring the kids. Call ahead and make sure the event is being held as scheduled.

I'm gonna get it on down the road now. Let me know what's happening in your area; maybe I can stop on by and visit for a spell.

—Gregg Daniel

Write to
Gregg Daniel
c/o Bros Club
P.O. Box 3000
Agoura Hills, CA 91376-3000
e-mail: BrosClub1@aol.com.

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Palm Desert, CA 92260
(619) 776-4333

Crossroads Bar & Grill
32464 Dunlap Blvd.
Yucaipa, CA 92399
(909) 795-0665

City Limits
750 Terrado Plaza Suite #10
Covina, CA 91723
(818) 967-2765

Tall Paul's Tavern
328 South Glendora Ave.
West Covina, CA 91790
(818) 919-2360

Charlie's Cycle Works
915 Arrow Highway
Glendora, CA 91740
(818) 966-3010

Motorcycle Touring in Southern California
Black Ball Publishing
Park City, UT 84060
(801) 647-0512

Palm Springs Harley-Davidson
19465 North Indian Ave.
North Palm Springs, CA 92258
(619) 329-1448

Bikers Connection
1657 N. Glassell St.
Orange, CA, 92867
(714) 279-9895

Camino Real Hotel Tijuana
Paseo de Los Heroes
Zona Rio, Tijuana, B.C., Mexico
(5266) 33-4000-02-03
Los Angeles (800) 996 7325

Santa Fe Springs Swap Meet
13963 Alondra Blvd.
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Orange County Swap Meet
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Costa Mesa, CA 92626
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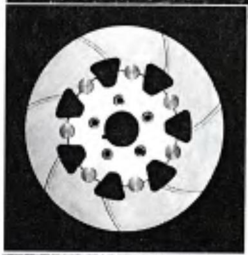

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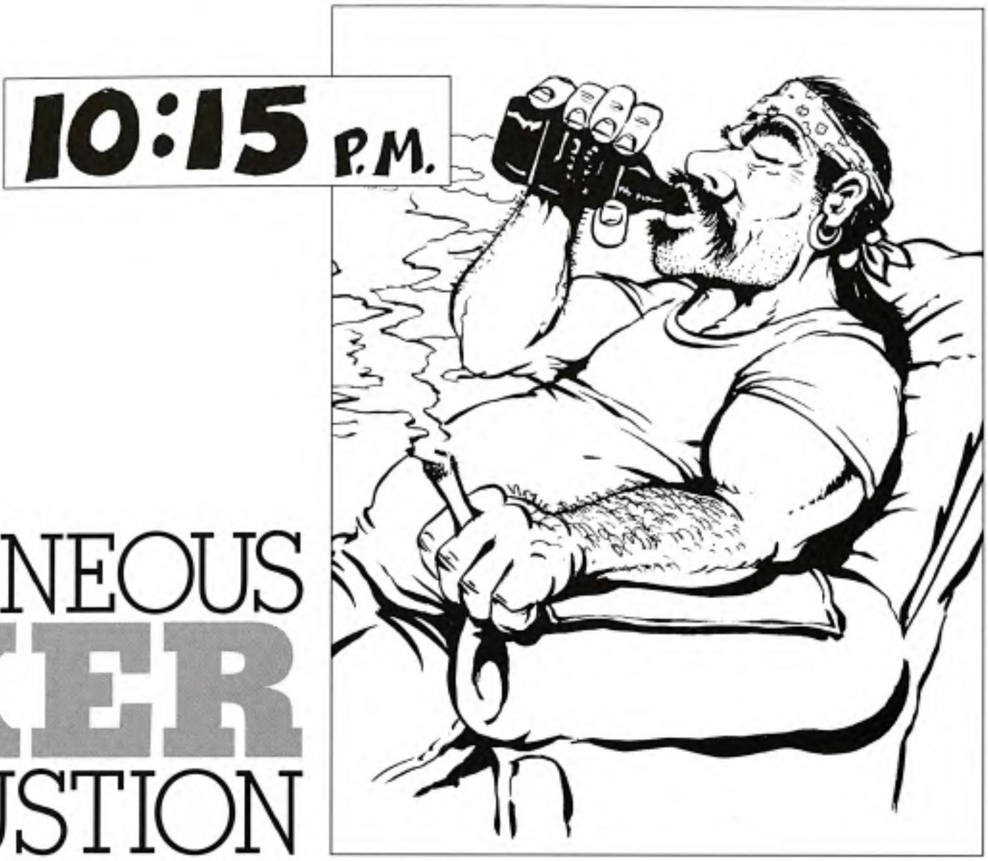

SPONTANEOUS BIKER COMBUSTION

Hey, hold on a gawddamn minute! Before you flip the page in order to take a gander at more naked babes and tasty scoots, this is an important biker health alert! Yes, this could affect you, so read up on the bizarre phenomenon known as SBC or Spontaneous Biker Combustion! This is some pretty scary stuff, kids. Down through the ages, people have reportedly just burst into flames, burning at over 3,000 degrees, and leaving feet, hands, and sometimes shrunken skulls in their place. And get this—the rooms that these flamed-out folks are found in are undamaged by the fire. Is that Stranger than Real or what?

Now the reason I bring this up is because I have a theory about this. Ya see, in a blind taste test, bikers were 68 percent more likely to just go up in flames than the average Joe Citizen. More on that later. First, I think we should visit this phenomenon and check out what the experts say. There have been many of these weird incidents, but one of the best documented happened back in 1951. The strange death of Mary Reeser (not *geezer*) of St. Petersburg, Florida, had all the cops and doctors scratching their heads. Now, I'm not makin' this crap up. It seems that the 67-year-old Reeser lived alone in a four-unit apartment house with only one other woman, Pansy M. Carpenter, in the house on the night of the "incident." Pansy said good night to Mary at about 9 p.m. on Sunday night and then went off to sleep.

When Pansy woke up at about 5 a.m., she smelled smoke but thought nothing of it since the water pump in the garage had been overheating and smellin' up the place. She got up, turned off the pump, and went back to bed. At 8 a.m. a telegram arrived for Mary Reeser so Pansy went up to the ol' gal's room to lay it on 'er. When she grabbed the doorknob to her tenant's apartment, it was burning hot! She freaked and called for help. Two painters working across the street came running over and opened the door to the apartment and were met by a blast of hot air.

One of the painters looked around the room but didn't see anybody. The bed was empty, there was some smoke and a small fire on a wooden beam over the partition to the kitchen. The fire department showed up and went into the apartment. In the middle of the floor in one room they found a charred area roughly 4 feet in diameter and inside the burnt spot was a number of blackened chair springs and the remains of poor ol' Mary Reeser. All that was left of her was a charred liver attached to a piece of the spine, a shrunken skull, and one foot still wearin' a slipper. All the "bits" were taken to the local hospital.

The police called in arson experts, coroners, and fire officials to figure out what happened. Some of the furniture in the apartment had suffered very weird effects. The ceiling, drapes, and walls were all covered with some sort of smelly, oily soot at exactly 4 feet above the floor. None of the stinky stuff was found below the 4-foot mark. The carpet where the chair rested wasn't even burned. A wall mirror had been cracked from the intense heat. On a dressing table, 12 feet away from the body, two pink candles were turned to puddles, but their wicks were undamaged in their holders. Plastic wall outlets above the 4-foot mark were melted, but the fuses were not blown and the current was on. An electric clock had stopped at 4:20 a.m., but ran fine when plugged into a working outlet. A newspaper on a nearby table and the drapes were not damaged.

Bein' that this was such a strange mystery, the local authorities called in the FBI, just like The *X-Files*. The lab reported that Ms. Reeser's 175-pound body had been reduced to just 9 pounds and change, including the foot and shrunken head. No known chemical agents or accelerants were found to be involved in the fire. After extensive

research, local doctors discovered that it would take a lot of heat to consume a human body in the way that the remains were found. Something like 3,000 degrees Fahrenheit is needed to reduce bones to ashes, yet that would have made a torch of the whole building and everything in it.

Weirdest of all was the way Mary's skull had apparently shriveled symmetrically to the small size of a baseball. The doctors concluded that this was clearly impossible since intense heat causes skulls to explode, not shrink. Weird, huh?

Now some people will tell you that spontaneous human combustion is impossible; after all, human beings re made up of mostly water. Most victims of this strange phenomenon are overweight, and many have been drinking. But what I'm wonderin' is, how many of these flame jobs are bikers? Think about it. You're kickin' back at the pad, dowin' a few brewskis, and polishin' off a fifth of Black Jack. Your clothes are saturated with Harley oil and gasoline and the 2-ton Big Daddy's Belly Buster burrito you downed while watchin' *Easyriders* Video #27 is startin' to work up a volatile mixture of gasses at both ends. So, you're sittin' in your favorite recliner, workin' up an extra chunky butt blaster and listenin' to a little Bob Seger when suddenly you let off a long, rancid explosion from your nether regions. Instant pyroflatuation, ladies and gentlemen! BAA-BOOOM!! You are one toasted scooter tramp.

You don't buy this shit? Well, look at these statistics! According to a recent Gallup Poll (whatever the fuck *that* means), the average consumption of burritos by Americans in the lower 48 states peaks in June of every year at some 14 million gas bombs a day.

BIKERS CONSUME APPROXIMATELY 80 PERCENT OF ALL THE JACK DANIEL'S MADE ON THE PLANET

Now that's for the normal cabbagehead walking dead out there. However, bikers alone eat a resounding 72.4 million burritos a year. That averages out to about three burritos a day for each of us. Nothin' surprising 'bout that.

Now add this explosive mix to the fact that bikers consume approximately 80 percent of all the Jack Daniel's made on the planet (these are facts, dammit!) and nearly twice their weight in beer on the average weekend. When you mix bodily gases with alcohol, you've got a nitro-powered, fuel-injected, belly A-bomb just waitin' for a spark. OK, scientists and top researchers at Amalgamated Yoyodyne Labs discovered, quite by accident, that test monkeys burst into flames or exploded all over the friggin' lab when fed the average biker diet of burritos and beer over a six-month period (you ladies will agree that six months is long fuckin' period). Also, extensive testing with flammable Christmas trees uncovered that bikers are 82 percent more likely to catch on fire frequently due to the gas and oil-soaked nature of their jeans over the average brown-nosin' ass-lickin' turd out there.

Almost 94 percent of the victims of Spontaneous Biker Combustion are porky alcoholics, passed out from a bender, probably with a lit cig in their fingers. Their gas-soaked clothes smolder, but they don't wake up 'cause they're drunk! Now, the fire melts all their considerable body fat, consuming the upper torso but leavin' the feet (protected in engineer boots). Once the oily fat from the torso is torched like a whale oil lamp, it smolders until it burns itself out leaving pools of yellow oily goo like the stuff found in Mary Reeser's apartment. *Voila!* Case closed.

How do ya avoid becoming a charbroiled statistic of SBC? What are ya—a pansy? You want to clean up your act, eat bean sprouts, drink fizzy water, and wear fuckin' loafers? Well not me! I intend to stay true to the lifestyle I hold dear, eat mountain-sized burritos, drink gallons of rot-gut, and if I become a human inferno, well I'll get to Valhalla faster that way.

Maybe next time I'll explain alien abduction and Big Foot. My take on it? The aliens make bikers mate with other hairy space critters to create a race of Big Foot bastards to improve our species and evolve the ultimate biker race. Imagine bein' able to pick up your scoot and carry it under one arm. Ha! Twelve-foot hairy bikers with breath that will snuff a cocker spaniel at 12 paces. And they call *me* mad.

—Phantom

NIKKI'S NIGHT OUT

FICTION BY MARK LONSDALE

The TV channel changer flew across the room and shattered against the wall. She stalked to the kitchen and tore open the refrigerator. The beautiful face, frowning at the total lack of food, slammed the door harder than it was ever intended to be closed. Tearing open the cupboard, she grabbed a handful of cookies, took one bite and then threw them into the sink in disgust. What was she thinking? She knew she had to watch her figure—her livelihood depended on it.

Fuming, she whirled and stormed into the bedroom. She stopped in front of the floor-to-ceiling mirror, pulled open the man's denim shirt she was wearing, and looked critically at her naked body. The woman looking back at her was tall and slender with a figure that attested to her hours in the gym, and breasts that any plastic surgeon would be proud to have sculpted. The hair was long, thick, and blond, perfectly matching the color of her carefully trimmed pussy. The fact was, she was drop-dead gorgeous—and knew it. Then why the fuck didn't she have a date tonight and how could she be so bored?

As she scowled and looked around for something else to vent her anger on, she saw her vibrator peeking out from under the nightstand. "Ah, Fast Eddy, my old friend. Always ready, always faithful," she said quietly to herself as she picked it up and lovingly caressed its long, smooth shaft. With practiced ease she lay back on the bed and guided her little joystick down between her legs. By turning her head she could see herself in the mirror, shirt up around her waist, legs apart, and feeling a heightened arousal. As she turned the vibrator on, she immediately found the little spot above her pussy that the men she had dated seemed to have had so much trouble finding. A warm feeling spread through her body as she knew she was on her way to her first orgasm of the evening.

Just as she was approaching that glorious avalanche to climax, the phone began to ring. She tried to ignore it, but couldn't. Perhaps it was her agent. She snatched it up and all but shouted.

"Hello!"

"Nikki?"

"Yeah. Who else would it be? Who's this?"

"It's Rachel. Nikki, are you OK? You sound strange," the caller asked.

No shit she sounded strange, she thought, but she couldn't say that, so she slumped back and let her oh-so-close orgasm slip away. Much mellower now, she said, "Sorry Rachel, I was elsewhere. What's up?"

"Listen, I heard about this bar over in the Valley and thought it might be fun to check out. You game?" she asked.

Nikki took a deep breath and was about to say no, but then changed her mind. It wasn't that she didn't like Rachel, another model; actually, she was kind of fun to party with since she seemed to know everyone. It was just that she drank too much and had a reputation for being less than selective when it came to men. But, Nikki was bored to tears after all and anything was better than staring at the four walls of her condo.

"Fine, give me half an hour. Oh, what do I wear?" Nikki asked the all-so-important question.

"Casual. Very casual. See you in thirty. I'll honk," Rachel said and hung up.

Now all she had to do was decide what to wear. Casual usually meant jeans, but jeans were out of the question—they covered altogether too much of her great legs.

By the time Rachel pulled up in her 'Vette, Nikki had selected a short, dark brown suede skirt, a cream colored tank top to show off her tan, and a pair of designer brown leather work boots that complimented her perfect legs. Rachel was in black jeans, black boots, a white tube top, and a little black leather vest. "Hey girl, you →

look like a biker babe," Nikki said.

"You got it. Didn't I tell you this place was a biker hangout?" Rachel asked with an oh-so-innocent look on her mischievous face.

"Bikers! Yuk!" Nikki responded to that revelation.

"Nonsense. It'll be cool. A change from the yuppies we've been hanging out with," Rachel said as she turned up the stereo and burned rubber for the freeway.

As they hit the surface streets of the Valley, Nikki realized that this part of Los Angeles definitely qualified as the wrong side of the tracks. It was mostly industrial property that had not been well maintained. Everywhere she looked she saw trash, old car bodies, and buildings with chipped stucco, rusted iron work, faded paint, and damaged signs. But in amongst all this decay, at the end of the boulevard, there was no mistaking the large green neon sign of Frog's Bar. The frog with the cigar and dynamite stick must have been 10 feet high, and there was no missing the loud music and rows of bikes lined up outside.

Nikki didn't know much about motorcycles but, as they pulled up she could see that the bikes in front of the bar were very different from the over-accessorized Harleys she'd seen around Beverly Hills. These were all lean, tough-looking bikes stripped of all unnecessary junk, with fat rear tires, minimal chrome, and long forks or handlebars. Even to her uneducated eye, they were very powerful, sexy looking motorcycles, or choppers as she'd heard them called. The only people standing outside were two very large, very intimidating-looking bikers, real bikers, with black denim vests that had the word "Prospect" embroidered over the pocket. Both carried heavy aluminum flashlights like the police use, and for whatever reason, which eluded Nikki, both had ball-peen hammers tucked in their belts.

The two prospects watched Rachel park the car. Nikki tried to smile and be sociable as she walked past them into the bar, but was so intimidated by their size and demeanor that the smile on her face died.

"Are you sure about this?" Nikki whispered to Rachel.

"Sure. It'll be fun. Where's your sense of adventure girl?" Rachel bubbled.

Entering the bar Nikki was immediately hit by the noise and the smell, cigarettes, and sweat, making her wish she was in one of the more upscale clubs she was used to. Classic rock blared from a jukebox in the corner and a pool table dominated one side of the room. Along the back wall was a long, heavily-polished wooden bar, scarred from years of abuse and complete with a brass boot rail.

As Rachel led Nikki through the crowd to the bar Nikki quickly realized that all eyes were on them. The men's showed lust and the women's jealousy. She felt like a lamb being led to the slaughter and was very uncomfortable. Rachel seemed oblivious to it all as she tried to get the attention of the barman.

Drinks in hand, the two girls leaned back on the bar and began checking out the local talent. The bar's patrons were hard-looking men, most dressed in Levi's and boots faded and scuffed by hard work and not some designer aging process. On closer inspection she saw that some were downright ugly, all had tattoos, many had missing teeth and scars, and one was even missing an arm. The biker women, dressed a little trashy, also had a hard edge to them, but many were surprisingly good-looking. Nikki noted that, under the denim and leather, a little too much makeup and a few tattoos, some could have been models, at least for X-rated men's magazines.

"WE'RE SICK OF YOU BEVERLY HILLS BIMBOS COMING HERE TO SLUM IT AND SCAM ON OUR MEN."

"I caught him sleeping around! I found a pair of panties in his beard!"

Nikki also noted that the bikers surrounding the pool table were different from all the others in the bar. They had large embroidered patches on their backs and, as a group, they seemed to be a lot bigger and more muscular than the other patrons in the bar. There was an almost military discipline to their behavior that Nikki found somewhat scary and, she had to admit to herself, just a little exciting.

"Nikki, don't be staring at them—they're bad news," Rachel warned. "They are club members."

"Club members? Is Frog's a private club?" Nikki asked, confused.

"No, silly, they are gang members. Didn't that high-dollar finishing school teach you anything?" Rachel said with a mock maternal tone in her voice.

"Do you actually know these people?" Nikki asked.

"Well, I must confess, I have been here before," Rachel said.

Before Nikki could press her further on that, a bottle flew between them, missing Nikki's head by inches, and shattered on the wall behind the bar. A scuffle broke out over by the jukebox, but was over as quickly as it started. Nikki saw the loser take several hard boots to the ribs as he lay in a fetal position on the dirty floor.

"Nice place you brought me to. I think we should leave," Nikki said to Rachel, feeling very uncomfortable about the whole atmosphere.

"Oh, chill out and have another Long Island," was Rachel's only response.

Into her second drink, and Rachel's third, Nikki thought, "At least I'm not bored, but I'm a long way from home with a friend sucking down drinks like it was closing time." Nikki was brought back from her thoughts by a roar of approval from over by the pool table where one of the players had obviously just pulled off a difficult shot. She looked to see who was shooting, but his back was turned so the only thing she noticed was a tight butt in black jeans, and a wicked-looking knife on his belt. That added to her discomfort. About the same time, Rachel commented, "Cute ass," as she saw Nikki was looking, "but off limits. See the patch?"

"Do you know him?" Nikki asked.

"Very bad news. That's Reaper. He's the club president," Rachel said.

"What sort of name is that? His mama not like him or something?" Nikki said, trying to break the nervousness she felt.

"No, it's his club name. His last name is Grimm—so, you know, Grim Reaper. That, and it's rumored that so many of

those around him seem to die—friends and enemies."

After his next shot, Reaper moved to the other side of the table. Nikki liked the way he moved—graceful, almost cat-like. He was not too tall and far too solid to be model material, but he obviously worked out or just worked hard. In fact, hard was what came to mind. He was a hard man, not handsome, but rugged, tanned, and weathered. Not her type at all. But Nikki did notice how the others around the table seemed to show him respect and there was a definite aura of power about him that held her attention.

As he bent over the table to take his next shot, she took the time to study him more carefully. Above the worn snakeskin boots, strong legs filled black jeans and equally muscular arms held the pool cue. There was no fat on that body. Over a sleeveless red and black work shirt he wore a black leather vest adorned with the same sinister patch on the back as the others around the table. "Danger," she thought. "He was in the gang." But then, she had never seen a real motorcycle gang up close before.

Each time he sank a ball he would stop to take a pull on his beer and then rechalk the stick. But then, unexpectedly, he looked up, straight into her eyes, and caught her watching—almost like an animal in the wild with a sixth sense. She knew she was caught and blushed, but even in that briefest of moments she saw his ice blue eyes and a kind of animal magnetism drawing her in.

To cover her embarrassment, and dump some of the alcohol she had consumed, she bolted for the ladies room. Now, if she thought the smell in the bar was bad, the bathrooms were 10 times worse. The sink was stained and cracked; there were no doors on the stalls; one of the toilets had overflowed and the other looked close to doing the same. No way was she going to sit on that seat. Her refined sensibilities said to hold it but the pressure in her bladder said go for it. To compromise, she decided to try peeing standing up. Hell, if the guys could do it that way, she sure as hell could too.

By straddling the bowl, holding her skirt up with one hand and pulling the crotch of her panties aside with the other, she managed to get a steady stream to hit the bowl. She was actually feeling quite proud of herself until two other women entered the bathroom and hooted, "Way to go, girl!"

Nikki was so startled that she inadvertently let her panties slip back into the stream of pee, totally soaking the material. The only solution then, rather than spend the whole evening in wet underwear, was to lose the panties altogether. Those went in the already clogged toilet.

When she exited the stall, the two biker women were just standing, waiting for her. One was a redhead, the other had jet black hair—both were hard looking. A nervous chill ran down her spine and she felt her legs go a little weak.

"That's my man you're eyeballing out there," hissed one of the girls. "No, I'm just having a drink with my friend, that's all," Nikki tried to reason.

"Listen, we're sick of you Beverly Hills bimbos coming here to slum it and scam on our men," she shot back as she pulled a pair of scissors from inside her vest.

"You have it all wrong ...," Nikki pleaded. The scissors now danced perilously close to here fearful face.

"Shut the fuck up, slut," the redhead threatened. "Now take your tramp of a friend and get the fuck out of here before we cut you both." Both women stepped aside.

Given the out, Nikki needed no second warning. She was out of the bathroom and headed to the bar to collect Rachel—but Rachel was not at the bar. Two more empty Long Islands and a couple of shot glasses stood in her place. Nikki looked around in near panic. Rachel was dancing with a long-haired stud over by the jukebox. At the end of the number, →

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Rachel dragged her new friend back to the bar. "Nikki, Taz—Taz, Nikki," Rachel blurted, slurring her words a little. Nikki was not smiling, but before she could say anything, Rachel said, "Nikki, Taz wants to take me for a ride on his chopper. We'll be right back."

"You can't leave me alone, and we need to leave now," Nikki protested.

"You'll be fine," Taz said. "These are all my friends, and we'll only be a flash." Without waiting for a response to that, Rachel dragged Taz to the door and was gone.

Feeling severely stressed, she didn't dare look towards the pool table, so she stared at her watch—12 o'clock. But no sooner had she picked up her drink, which she now didn't even want, than she felt someone behind her. She turned to find a drunken biker, chewing tobacco, staining his teeth and beard, leering at her body, making no effort to make eye contact. "Hey, ya wanna drink, honey? Howz 'bout a ride on my chopper?" was all he could slobber as he grabbed his crotch suggestively.

"No, no thank you," she snapped back, trying to back away from his disgusting breath at the same time.

This made the drunk furious. "Fuck you, you stuck-up cunt. I'm not good enough to drink with—is that it bitch?" the biker scowled threateningly.

Nikki looked to the door for Rachel and help but neither was coming. The drunk then grabbed at her breasts but she was able to bat away his hand. Suddenly, the drunk biker stopped advancing and straightened up. He looked at Nikki with first hate and then fear in his eyes. Something, or someone was scaring the shit out of this poor wretch. She felt another presence close behind her and turned to find herself looking straight into the same blue eyes she'd seen at the pool table. The drunk beat a hasty retreat for the front door, but Nikki didn't even see him leave. She was now worried about the threat from a new direction.

"Hi," was all the stranger said.

Trying to cover her nervousness, Nikki said, "You must be Reaper." He just looked into her eyes, which was a pleasant change from the men who usually just stared at her cleavage.

"I'm Nikki," she offered nervously. "And thank you."

"For what?" he asked, still smiling.

"For rescuing me."

"Are you sure you are rescued?"

She wasn't. In fact, this one wasn't drunk and was probably a lot more dangerous.

"Listen, thanks again, but we were just leaving."

"I think your friend already left.

"She'll be right back. Then we're leaving."

"Until then, I'll keep you company," Reaper offered.

Nikki had little choice. She tried for some sort of conversation. "Listen, if we are going to chitchat, do you mind if I call you something other than Reaper? It gives me chills. Do you have a regular name?"

"Matthew. Matt is fine. A little far from Beverly Hills aren't we?" he asked with just a hint of cynicism.

"Malibu actually," Nikki corrected, but then worried that perhaps she shouldn't have told him where she lived. He was not exactly the sort that one took home to Mom.

"Malibu. That's a long way and it would seem you lost your ride?" Reaper said, looking around.

"She'll be back," Nikki stated, her resolve weakening.

"We'll see," Reaper smiled again, but this time more ominously.

About then, Nikki heard a disturbance over by the pool table. When she looked across she saw several of the hard-core bikers backing a group of punks up against the wall. Seems someone had said something about someone else's ol' lady. No big deal in another time and another place, but this was just the sort of bar where minor insults and misunderstandings lead to blood and broken bones. The young punks were looking seriously stressed, their macho bravado of just a few moments prior gone in the face of real danger. The tension was so thick in the air that Nikki could feel it clear across the other side of the room.

"Seems your friends fucked up," was all Reaper said, still relaxed and still leaning on the bar.

"Not my friends," was all she could say.

"But they are buddies of your girlfriend's new playmate," Reaper said.

"Oh, they're not going to hurt them are they?" Nikki asked with a concerned look on her face.

"Depends how bad they screwed up, I guess," he said as he watched the play unfolding.

About then, one of the club members looked to Reaper. They were disciplined enough not to start something without the president's OK. Reaper let the punks, and Nikki, suffer a little longer, then gave an almost imperceptible shake of his head. The bikers backed off, letting the young fools bolt for the door to piss themselves. Within seconds Nikki could hear their cars and trucks starting up and peeling off into the night—back to the safety of their white-bread neighborhoods.

"Sure your friend's coming back? Reaper asked. "You might be needing a ride."

"She'll be back," Nikki said, looking at her watch. It was already 12:30.

She was worried. Small beads of sweat formed on her upper lip.

Nikki caught sight of the two biker women on the other side of the room staring at her malevolently.

"No thanks. If I have to, I can get a taxi," Nikki said almost too hastily.

"Not in this part of town, and definitely not from this bar," Reaper smiled, like the cat who has cornered the mouse.

"I'll call a friend," she said hopefully.

"No need, I'll take you home. We will be leaving soon anyhow. It's almost closing time."

"Thanks, but no thanks," she said, even though she found him ruggedly handsome, yet menacing.

"Whatever, I have a game to finish," Reaper snapped, tired of waiting as he headed back to the pool table, leaving Nikki feeling very alone and vulnerable.

By closing time, Rachel still wasn't back and Nikki was pissed. She walked outside to wait by Rachel's car for the taxi she had called. She watched the bar empty and the bikes peel out of the parking lot, some less steady than others. Reaper's group was more orderly. They lined up strictly at the curb, in perfect order, and pulled out at the same time. There was precision to their riding, giving no indication of a night of drinking. Reaper gazed at her with stern concern as he passed her. The brunette on the back flipped her the finger.

Within 15 minutes, the bar was locked up, the sign turned off, and the parking lot was deserted. Nikki felt alone, scared, and more than anything, furious at Rachel for putting her in this position. Cars driving by honked and a few drivers yelled obscenities—most insinuating that she was a hooker. "Where are the police when you need them? she wondered.

There was not even any passing traffic and just when she was thinking about walking, a Cadillac pulled up and the passenger leered up at her. "I'm sorry, you are mistaken," Nikki said, trying to be polite.

"Oh, you are a sweet one," the man said, getting out of the car and walking around to her side. "I'm gonna enjoy you. How much to suck my dick?" He was not only fat, he was huge, towering over Nikki.

"I'm just waiting for a taxi," Nikki said as she backed up against the Corvette.

"Fine. So suck my dick while you're waiting," he persisted.

"Hey, asshole, fuck off. I'm not a hooker," Nikki yelled angrily as she pushed him away.

"Great, wanna play rough? I like that game." With that he grabbed her and bent her painfully back over the hood of Rachel's car.

Nikki struggled but he was strong and able to hold her with one hand as he unzipped his pants. He pulled out a flaccid, little penis and said, "Now suck this hard bitch."

Just then Nikki heard and then saw a single motorcycle heading down the boulevard. It slowed as it approached, but she was blinded by the head lamp and could not see the rider. It did not seem to concern the fat pig who was now pulling her head closer to his penis.

THE COOL LEATHER OF THE SEAT FELT UNUSUAL AGAINST HER BARE ASS AND PUSSY

"Sure you don't want that ride?" she heard Reaper's voice. But before she could answer, the fat pig said, "Fuck off, biker boy, or wait your turn. This is my party."

Reaper shut down his bike and climbed off. The fat pig turned to confront him. Reaper looked down at his penis hanging out of his pants.

"You look pretty stupid with your dick in your hand, mister. And I'm sure that that little thing really ain't worth a fuck. Right, Nikki?" Reaper now stood looking up at the john who was a good five inches taller and outweighed him by at least 70 pounds.

Nikki was still in shock and too scared to say anything. She watched as Reaper took a step closer to her attacker.

The john suddenly closed his fists and took a big swing at Reaper's head. Reaper easily ducked under the blow, grabbed the john's dick and yanked it hard. The john screamed in pain and grabbed his damaged member. Even Nikki winced at the thought of what she had just seen.

Reaper side-stepped as the big ox doubled forward, then he fired a short, hard punch into the side of the fat man's head. Nikki heard the impact and saw the john stagger. Reaper then stepped back and kicked the john in the side of his knee. Nikki heard a loud crack as the john buckled to the ground. Then in one smooth move, Reaper stepped in and hammer punched the john in the back of the head. He stiffened, went quiet, and then slumped to the pavement, still. It was all over in seconds and Nikki was left stunned and breathless.

Reaper turned to Nikki, "You OK?"

"Yeah, thanks. You were just in time," she said, composing herself.

"Now, that ride home," Reaper said as he stepped over the fallen hulk and climbed back on his bike.

"No, thank you. I'm sure the taxi will be here soon."

"Ain't gonna come. I told you they don't like this area. Too many rip-offs."

"I'll take my chances, but thanks anyhow," Nikki smiled, sounding more confident than she was. She wasn't sure about the taxi, but she sure didn't want to get gang raped in some dirty clubhouse. After all, she'd heard stories of such things. However, she did find him more than a little exciting and she did need a ride home.

Reaper, seeing the hesitation in her eyes, took his jacket that was bungeed to the handlebars and passed it to her. "Put this on." he said. By the tone in his voice it was an offering that left no room for discussion, and she really didn't want to spend another minute on this street. He was alone, so she slipped the heavy leather jacket over her shoulders.

He kicked the bike back to life and then nodded above the roar for her to get on. The seat behind him was so small that she was not sure how she would ever stay on, so as he accelerated away from the curb she quickly grabbed on for dear life. The cool leather of the seat felt unusual against her bare ass and pussy, making her wish she hadn't been so hasty to ditch her wet panties.

Holding on, she could feel the →

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muscles of his chest, and as they rounded the next corner, about 30 other bikes formed up on him. The rest of the club. She quickly found that gripping him with her legs, just as she did when horse riding, she could relax her grip. As the whole group thundered onto the freeway, she felt a thrill, and a power that she had never felt before. It was probably not unlike the feeling felt by the barbarian hordes as they thundered across Medieval Europe on their horses. The noise, the vibration, the brotherhood, the power, all rolled into one exhilarating charge.

Just when she was getting over the initial rush and beginning to worry about the fact that there was now all these bikers together, and the fact that she may get gang raped, Reaper peeled away from the pack, took the next off-ramp and accelerated onto the Pacific Coast highway. They were now alone with just the noise of his bike and the wind rushing by.

Still enjoying the feel of his strong back and arms and the vibration of the bike between her legs, she felt the night air become noticeably warmer. She unzipped the jacket and let the wind carry it back under her arms. As her full breasts, covered only by the thin material of her tank top, pressed against his back, she felt that familiar tingling sensation in her pussy. She was surprised but not shocked to realize that she was getting very aroused by the whole experience.

This was quickly interrupted by an untimely burning need to pee and they were still several miles south of where she lived. The hardtail frame of Reaper's bike was not helping at all either. Every lump and bump in the road being transmitted right through her full bladder.

"I need to pee," she said in his ear.

"What?" he called back over his shoulder.

"I need to pee!" she yelled in his ear. Without responding, he rolled off the throttle, down-shifted and pulled the big bike into a secluded parking area above the beach. As soon as the bike rolled to a stop, Nikki leapt off of the back and bolted for the shadows of some nearby bushes. For the second time that evening, she hoisted up her skirt and peed standing up. It felt good.

When she returned, he was still sitting on his bike, watching her walk across the parking lot. She couldn't help but notice how the moonlight was catching the chrome of his bike and the smooth muscles of his arms. The overall effect sent another tingle through her body.

"Thank you," she said with relief and bent over to give him a quick kiss of gratitude. But he was too fast. He caught her in his arms and pulled her in front of him. He was much stronger than she expected and his kiss was much longer and deeper than she had intended.

When she finally came up for air, all she could say was, "Wow!" Her heart was beating faster with a mixture of fear and animal attraction. She could see in his eyes that he sensed it. Without saying a word, he effortlessly

SHE NOW FELT TOTALLY AT HIS MERCY, AND HORNIER THAN SHE HAD EVER FELT BEFORE

lifted her onto the front of the bike facing him. Nikki's first thought was that this was different, but not uncomfortable. She was now straddling his lap, facing him, with the high handlebars behind her shoulders. She began to get the idea—or so she thought. As she leaned in to kiss him again, he took hold of her hands. With a smooth practiced movement, Reaper tied one of her hands to the top of the handlebars with his bandana. Nikki was now more than a little nervous but went along with the game—after all, they were on a public beach, so what could he do?

The big problem with wearing a chastity belt is that I can only have affairs with locksmiths.

In another second he used a soft cord to secure her other hand to the other handlebar grip. She now felt totally at his mercy, and hornier than she had ever felt before.

Seeing her erect nipples all but busting through the thin material, Reaper pushed the tank top above her breasts then, cupping each breast with strong educated hands, kissed them. This felt so good that she lay back on the still warm gas tank, looked up at the moon, and let his curious hands explore the rest of her body.

It did not take long before Nikki became so aroused that she could remain a passive partner no longer. But her hands were tied, so all she could do was sit up, wrap her legs around him, and begin grinding her crotch into his lap.

"Fuck me you bastard," she whispered hoarsely in his ear.

"Enough of the foreplay, eh?" Reaper said, chuckling. He reached between her legs and unzipped his jeans. From there it was only seconds before she had his hard cock inside of her already wet pussy and she was riding him for all she was worth. All her senses were heightened since they were essentially in public and could get caught at any time. The feel of his beard against her naked breasts, his large hands cupping her butt and pulling her in closer with every thrust, her legs now wrapped tightly around his narrow hips; her hands tied above her head to the leather grips.

As Reaper moved into her, harder and deeper, Nikki began to moan loudly, "Fuck me, fuck me, harder." For a moment she was worried someone would hear, but then abandoned that thought as she gave in to the undeniable pleasure.

Just as she began to feel herself coming, Reaper reached down and stabbed the starter button that was nestled between the dual ignition coils. With that the Harley roared to life, drowning out her moans and bringing Nikki to the hardest and longest climax she had ever experienced. It seemed to go on and on as the big bike vibrated beneath her and the big cock vibrated within her.

As the intensity of the moment subsided, and she felt her hands released from their bonds, she knew that whatever the rest of the evening had in store, she was game. She also knew that whatever the future held in store, she would be riding with the Reaper again. ⊙

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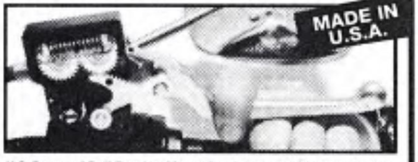

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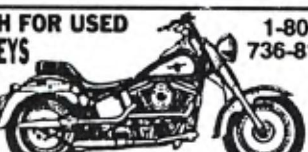

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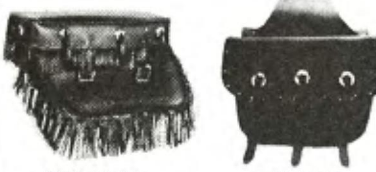

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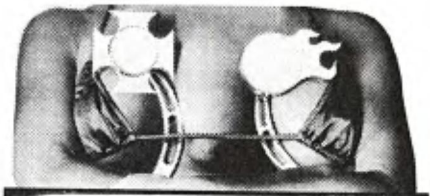

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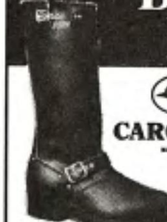

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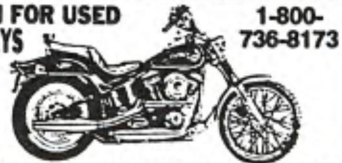

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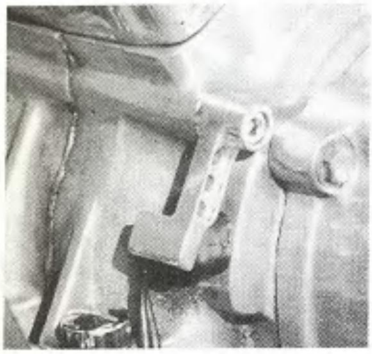

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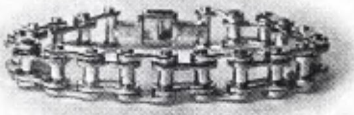

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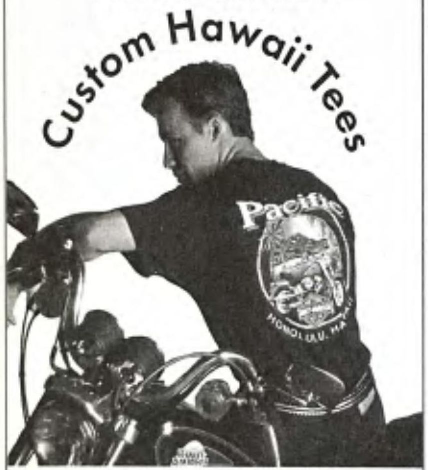

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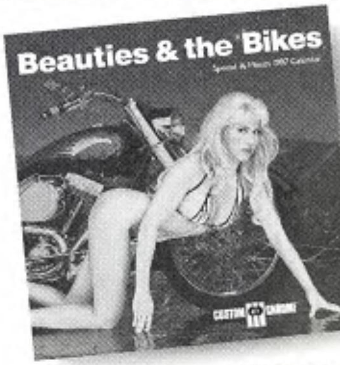

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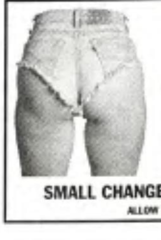

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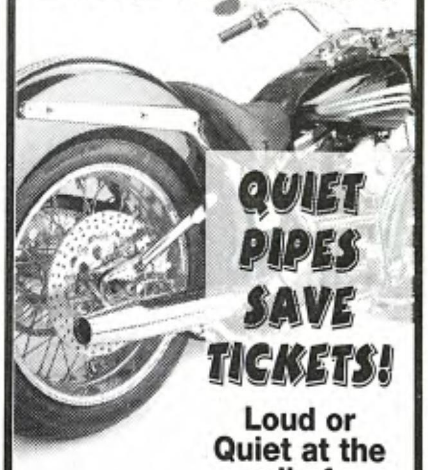

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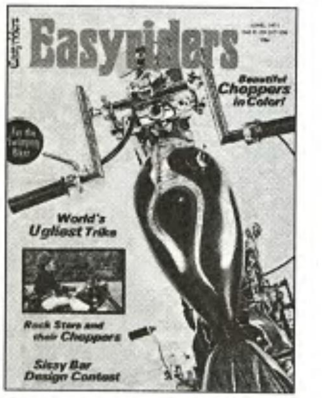

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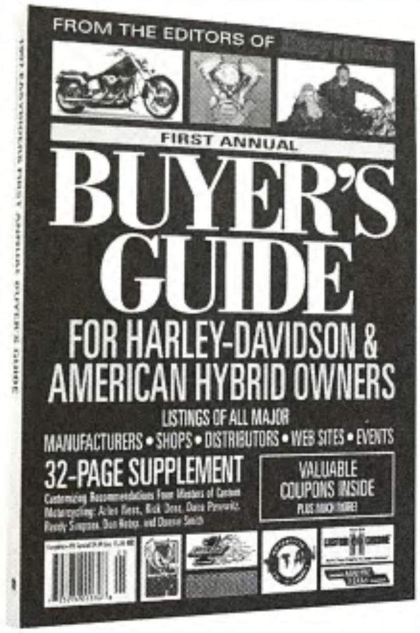

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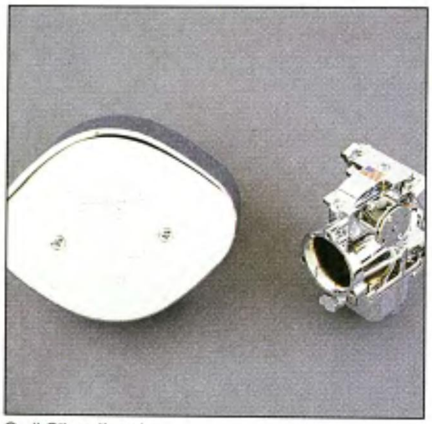
DRESSER POWER

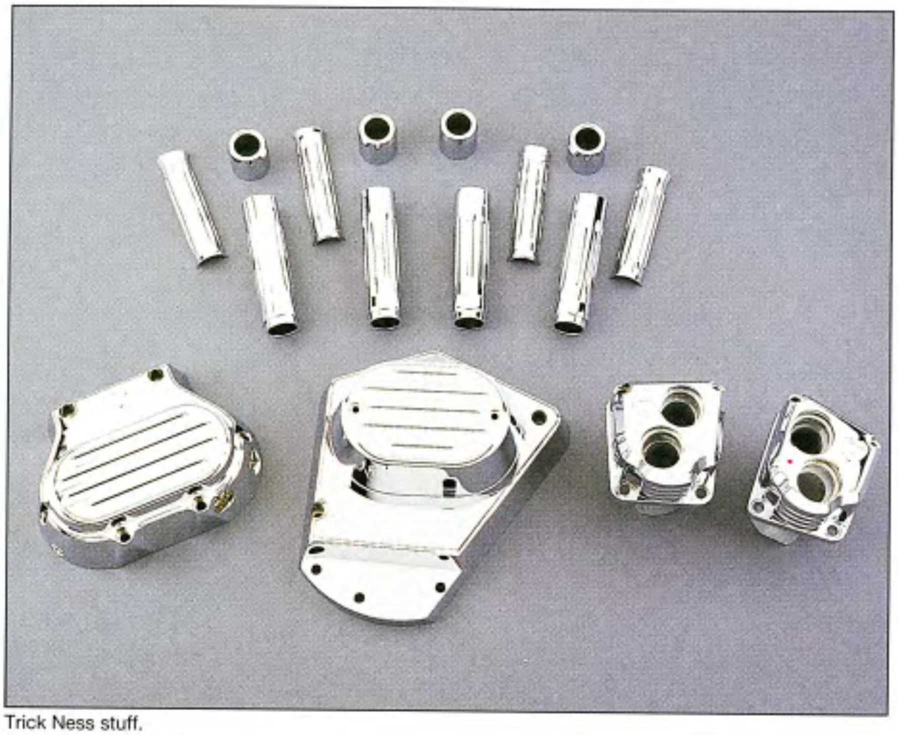
Down the Road–Faster!

As I heard the words rumble outta Bandit's office, all I could think of was, "Aw, shit!"

"I gotta have more horsepower," he bellowed. "I ain't gonna ride no stock motor!" And once again, it was off my ass and down to the tombs, diggin' through three tons of H-D update info, catalogs, and old beer cans trying to put together a plan that would make him happy, and maybe help keep my job till the next paycheck.



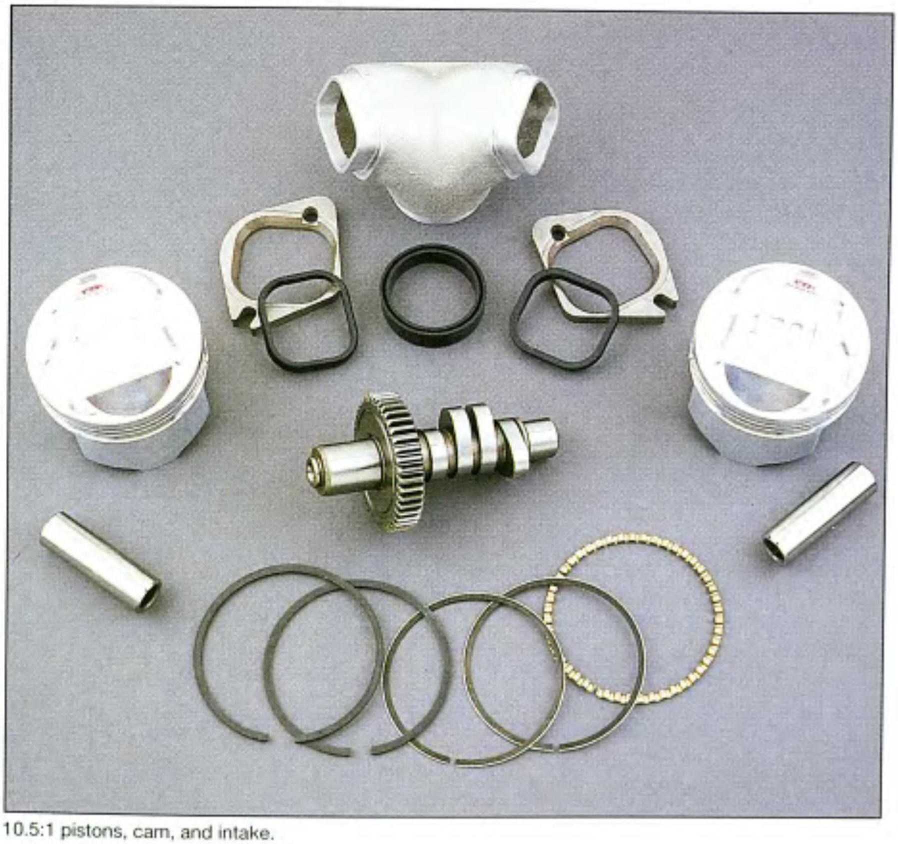
QwikSilver II carb.



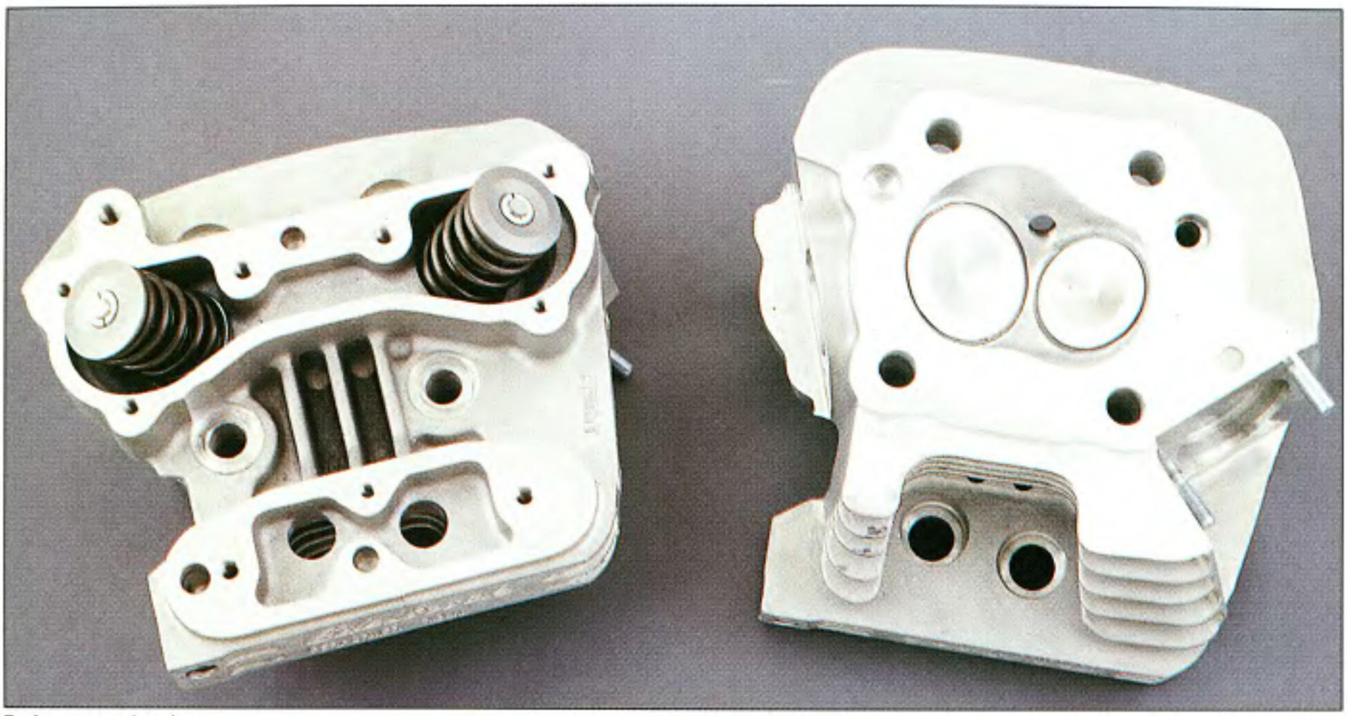
Trick Ness stuff.

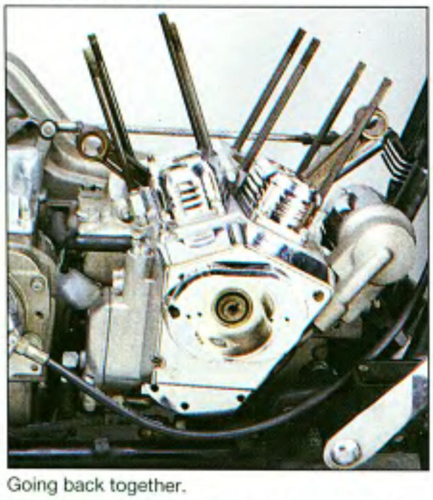
In the end, we did the smart thing and called Roger Kallins of XRV Performance Cycles in Pasadena, California. Roger's been around V-twins forever and is a Dyno madman. Bandit and I piled into the club truck and, after a short stop at Burritoville, ended up at Roger's shop.

"Since this is going to be a 'rider,'" said Mr. XRV, "we'll keep the lower end." This meant that the order of the day was compression and heads with a stock stroke. Roger suggested the Edelbrock "Total Power" RPM Performer Package, a one-stop kit containing heads, carb, cam, and intake manifold. The Performer CNC-ported heads provide an extremely efficient combustion chamber and operate well in rpm ranges in excess of 6,000. The QwikSilver II carb is 100 percent American-made, offers easy adjustments, and automatically compensates for altitude. This carb, along with the Edelbrock three-piece intake manifold, will work with any H-D Evo application. →



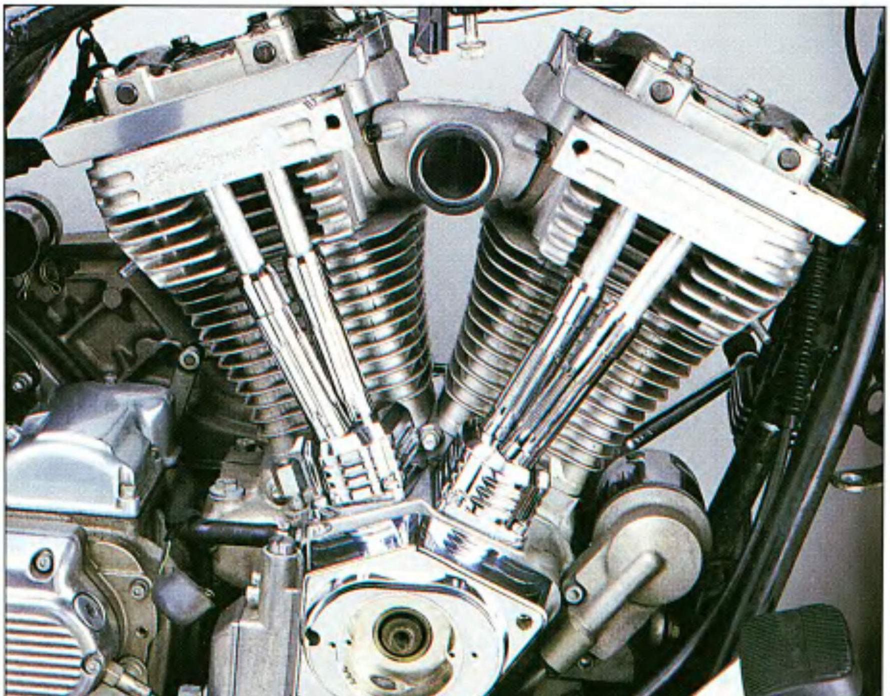
10.5:1 pistons, cam, and intake.


Performer rpm heads.


Going back together.

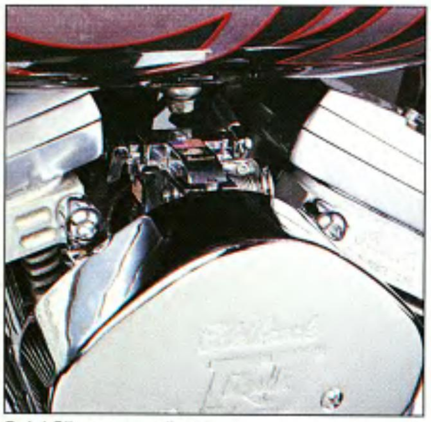
We decided to use Edelbrock's #1741 .600-inch lift cam with a split 246/254-degree duration, and finish off the package with a set of J&E's 10.5 to 1 compression ratio pistons. The ignition chores were handled by Compu-Fire, and will be covered in an upcoming issue.

As just about everyone is aware, no Bandit bike is billet-proof. We thought it only appropriate to install a trans end cover, cone cover, lifter blocks, and pushrod tubes by Arlen Ness.


The Ness treatment.

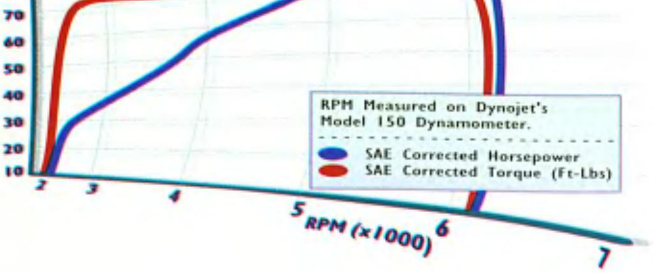
This made the fix up and the dress up complete; so it was off to the Dyno to get the good word.

The stated intention of the engine work was to develop more workable horsepower for highway cruising. The stock 48 horsepower, while sufficient for most folks, would not provide the kind of response our boss, who goes everywhere with his hair on fire, could live with.


QuickSilver easy adjuster.

After a trip to Andy Hanson's Engine Service for the machine work, it was back together and on to the Dyno. What we got was 80-plus usable horsepower and what was, as described by Roger, "the most amazing torque curve I've ever seen." While looking at the chart you'll notice that the torque curve is almost flat, producing approximately 75 pounds of torque throughout the entire power band. The horsepower curve is also straight and even on its upward slope. This will surely get a thumbs-up from any "long rider" who wants power on command to get past that 18-wheeler on a mountain road. Oh, and I've still got a job. —*Oz*

Done deal.

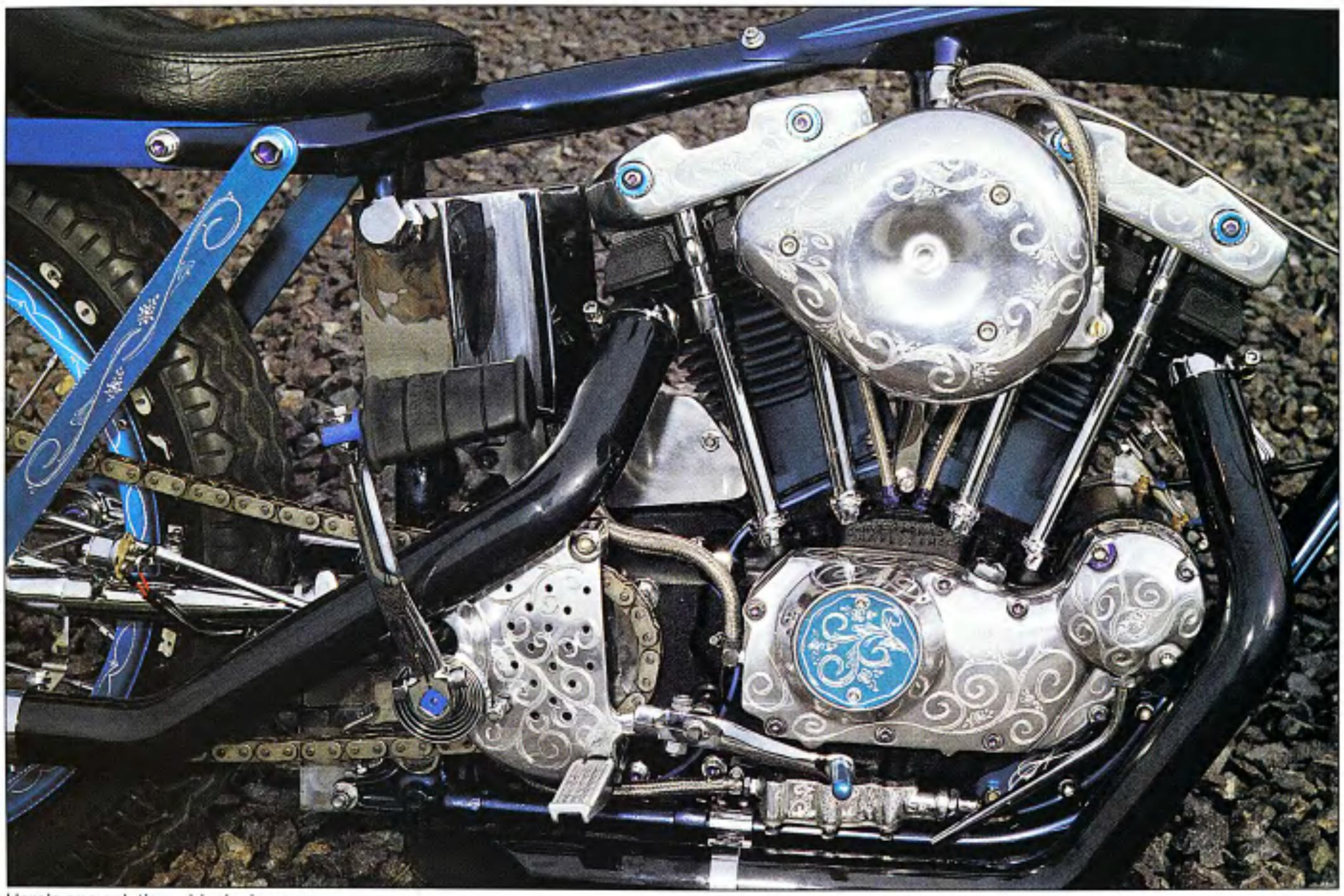


Sources

XRV Performance
3518 N. Verdugo Rd.
Glendale, CA, 91208
(818) 249-6322

Hanson's Engine Service
4156 Mildred Ave.
Los Angeles, CA, 90066
(310) 837-8144

Edelbrock Corporation
2700 California St.
Torrance, CA 90503
(310) 782-2900
(Techline)

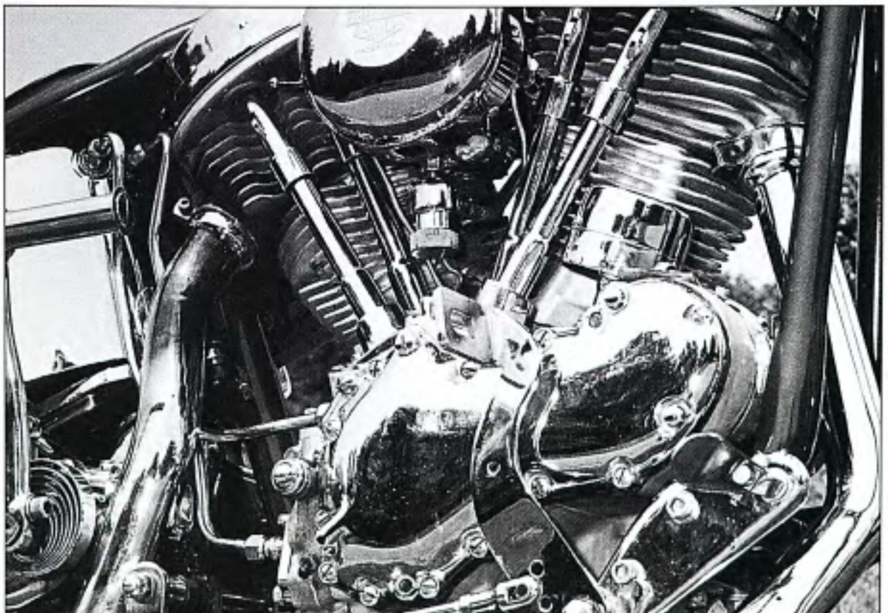

Here's one solution—black chrome.

SURE CURES
For The Black 'N' Blues

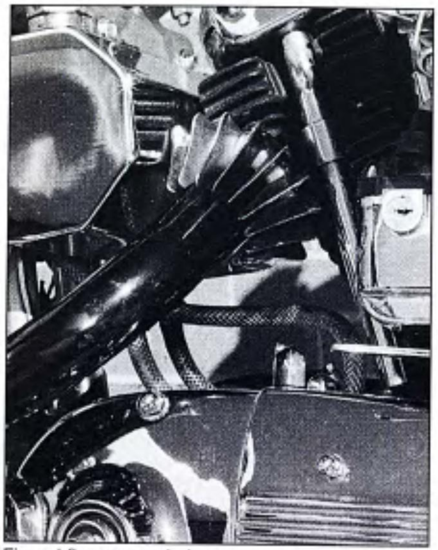
Does your stroker turn exhausts as purple as funeral parlor bunting? Did that new, chromed collector convert to a cruddy canary color? Are you blue over blue pipes? Well, never fear. Plan ahead with us for prevention now, or quick fixes later.

If you heat steel—even stainless or chrome-plated—sufficiently, it turns iridescent "temper colors." These range from straw, to brown, to blue-purple, to black. Elevated temperatures create a thin layer of semi-transparent oxide, technically called an "interference film," that gives rise to the colors. Other film examples are oil slicks, abalone shells, humming bird throats, and pearlescent paints; all have similar iridescence.

High temperatures in thin-wall exhaust headers are common to the


Bluing can distract from a sharp engine.

Dual walls work.



Finned flanges cool pipes.

Coats inside of pipe.

Shows exhaust coating.

motorcycle world. Harley-Davidson is no exception. If an engine is modified to produce more power than stock, it produces even more heat in the exhaust—regardless of compensation, like oil coolers. Air cooling may not help either, particularly where rear facing pipes reside in hot exit air. And large cylinders contribute also, since the heat of many cubic inches exits through one pipe instead of many.

Harleys, in particular, big-inchers, can turn pipes as fast and as blue as a hammered toenail. Short of unwinding that bored-and-stroked Sidewinder, or tooling around at teatray instead of triple-digit speeds, what can you do?

BEST DEFENSE: PREVENTION

Excess bluing may warn of engine overheating. So, first double-check tuning items like ignition timing, →

Shields cover blued pipes.

Avoid bluing altogether—flat black those pipes.

compression ratios, and induction jetting. Ironically, both too-lean and too-rich mixtures can increase bluing. Keep that choke off as much as possible.

Next, use basic physics. The more mass you place in that exhaust stream, the more it takes to heat it to the deadly-blue zone.

So, consider things like extra-heavy gauge tubing or pipes that neck-out to oversize diameter or even double walls. Finned exhaust clamps also add mass near that critical area. Pipe designs that increase exit gas velocity can help by letting hot gases leave the scene faster. The less linger time, the less heat, the less blue. Ditto goes for exhaust port sleeves that help flow (see table). You're looking to avoid any restriction, transition steps, tight bends, or flanges that hinder. Similarly, bluing may raise its ugly heat, or head, at unions of collector-type exhausts. We've got a cure for that later.

This is abrasive but effective.

INSULATION HELPS

Strategies range from double-wall exhaust pipes to thermal barrier coatings. Anti-blue linings are easily applied and inconspicuous. These are effective at containing high heat away from external, visible surfaces. One pipe vendor (see table) even combines a barrier and double walling. A couple cautions about applied coatings: Do not use in pipes upstream of turbo-chargers, since even small shredded flecks can harm high-

Less abrasive chemicals.

speed impellers. And, do not try to coat pipes with internal anti-reversion or other baffles, since plugging may occur. Another trick along these lines: Specify that exhaust pipes be chrome-plated without the copper, since it's an excellent heat conductor, exactly the opposite of what's desired in this case.

CAN'T CURE IT? COVER IT, OR CAMOUFLAGE IT

Pipe covers that hide bluing begin the list of simpler, less costly cures. That's what the factory does, so it may be enough for you. See your dealer. Aftermarket and custom-made heat shields can also fill the bill.

External plating and coatings are generally aimed at disguising temper colors; they're a good choice for the troublesome unions of collector or multi-pipe exhausts. Black chrome results in a rich, high-gloss plated surface. Porcelain is even more effective since ceramic/glass is immune to bluing; the trade-off is lower gloss. A final cost-effective choice: high temp paint, especially black.

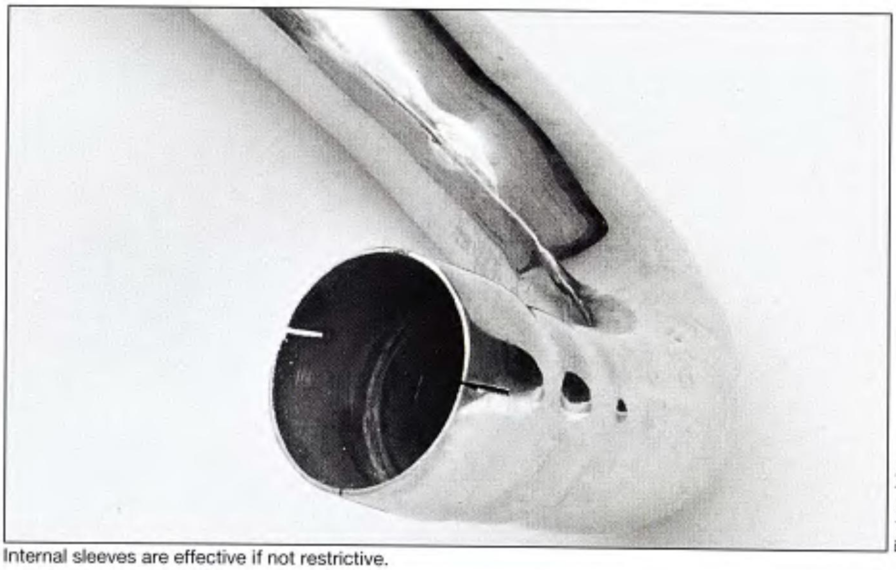
LAST FIX: ELBOW GREASE.

Failing all the above? Well, don't despair. If you've got pipes staring you blue in the face, another solution is, well, several solutions.

Since temper colors are basically a tarnish, a good liquid or paste metal polish will lighten them. Eat your Wheaties before you start. For less work, there are also several time-tested products, and even a complete refinish kit specifically formulated to remove bluing (see table). Of course, the coloring returns when the heat returns, and so will the need for polishing. But hey, you could consider this aerobics for your elbow, right?

Or, if you're a tad lazy like me, you might consider an attitude adjustment. Instead of puckered, we could all be proud of our Big Twin's badge of blues—like a sunburn from the Yuma run, a bruise from barroom brawling, or a hickey from that table dancer!

—Jake



Photos: Jake

Internal sleeves are effective if not restrictive.

Sources

PRODUCT	SOURCE/DISTRIBUTOR	PRODUCT	SOURCE/DISTRIBUTOR
BLUE REMOVERS		**PIPES AND COVERS**	
Blue Coral Blue Buster Polishing Kit exhaust pipe blue remover	Custom Chrome, Inc. (800) 792-3332	Guard Dogs exhaust pipe heat shields	Bub Enterprises (916) 268-0449
GHE Blueaway exhaust pipe blue remover	Custom Chrome, Inc. (800) 792-3332	Porker Pipes oversized diameter, double wall exhaust pipes; heat shields, exhaust pipe sleeves	White Brothers (714) 692-3404
BARRIER COATINGS			
Ceramitech factory applied ceramic barrier coating	Britech (508) 764-8624	Stakkers double wall exhaust pipes with thermal barrier coating	MAC Products (800) 367-4486
CCI Dyno-kote exhaust pipe thermal barrier	Custom Chrome, Inc. (800) 792-3332	Over & Under Drag Pipes oversized diameter exhaust pipes	Samson Motorcycle Products (800) 373-4217
Cycle Shack Chrome Guard exhaust pipe thermal barrier	Nempco, Inc. (800) 343-9687		

SUPER MAX RETRO
Belting The Early FXR

After repeated requests for an easy-to-install final belt drive conversion for the 1980-85 chain-drive rubbermount Harleys, we got a call recently from Martyn Cox and Jim Garrett, owners of Top Gear Motorcycles in Santa Barbara, California. They heard the same voices and called us. They had done something about it, with the assistance of Phil Ross of Super Max Products. How'd they do it? Read on.

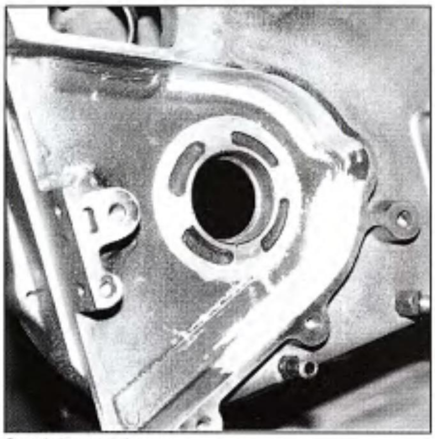
First things first: The belt is a 14mm Gates Poly-Chain with 128 teeth. It is 1 1/8 inches wide. The Super Max transmission pulley has 28 teeth and the rear tire has 58. Mathematically, this is a 2.07:1 final drive. This is a good middle-of-the-road ratio for both town and highway. This belt size is readily available. A few late-model Sportsters use it. We tested a prototype belt for more than 60,000 miles and found it trouble-free. This test bike FXR is owned by Ray Gonzales and has been belt-driven over 5,700 miles. It operates well and benefits from such things as less vibration and no oil or maintenance.

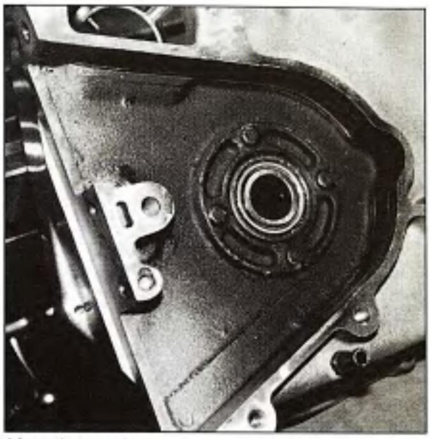
INSTALLATION

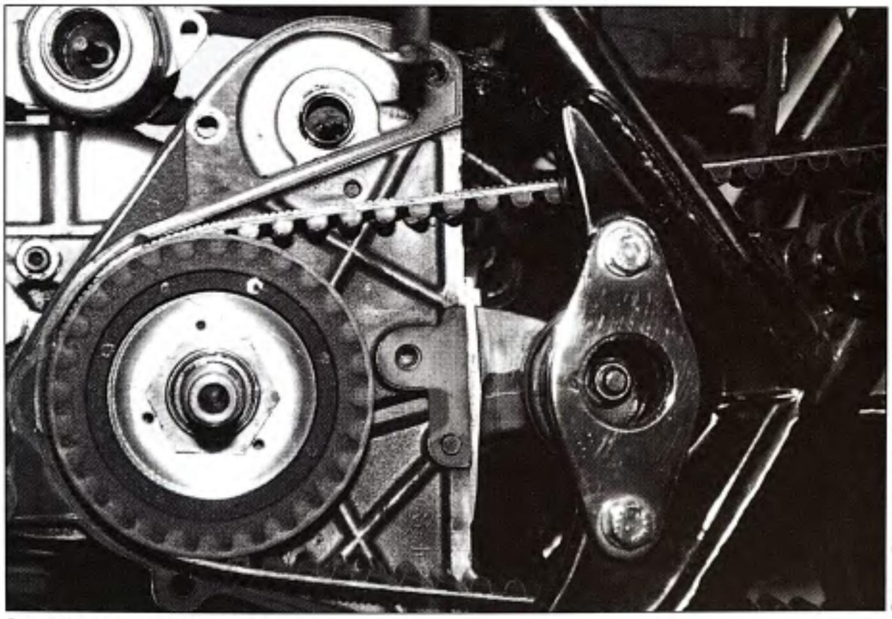
STEP 1: With the FXR on a satisfactory lift, remove the primary cases and primary drive following the instructions in the Harley-Davidson service manual. Remove the rear drive train, rear chain guard, and transmission sprocket. Leave the gasket (the one between the inner primary and the transmission on FXR models) intact, or replace it if damaged.

STEP 2: Fit the new Super Max 28-tooth transmission pulley to the output shaft of the transmission, then install the nut snugly. Do not tighten it! Rotate the pulley by hand to be certain that the it clears the case satisfactorily with no interference.

STEP 3: The mainshaft support bearing area of the inner primary case must be enlarged for proper transmission pulley clearance. The external diameter "face" must be reduced or flattened 1/4-inch or until the four dimples are removed. Then we painted the inner primary black. This enhances visuals.


Stock inner primary


After clearancing


Super Max front pulley in place

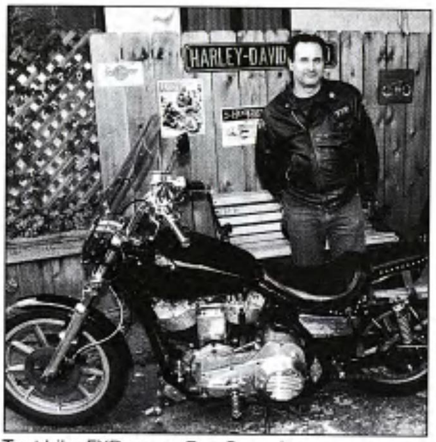
STEP 4: The inner flat surface of the cast-in chain guard on the inner primary also requires some drummel work. Ideally, a mill works best, but working as we are, a die grinder does a pretty good job. The end result will totally depend on the finesse and skill of the person doing the work. Suggestion: Continually run the drummel bit in parafin or candle wax to prevent the flutes from filling up with debris. Be careful not to drummel too much and break through into the lower bolt hole. Clearancing only needs to be done in the front of the case where the pulley/belt will contact. Remember to allow for the height of the belt as it runs atop the pulley.

STEP 5: After machining the case, spray on a light coat of matte black paint or use a piece of clay in the clearanced areas. Mask off any areas you want to remain unpainted. Next, bolt the inner primary case back up to the transmission, then engage 1st gear and rotate the drive pulley by rotating the mainshaft. Listen for any rubbing or scraping noises. Using clay will perfect your ability to visually "see" the clearances required.

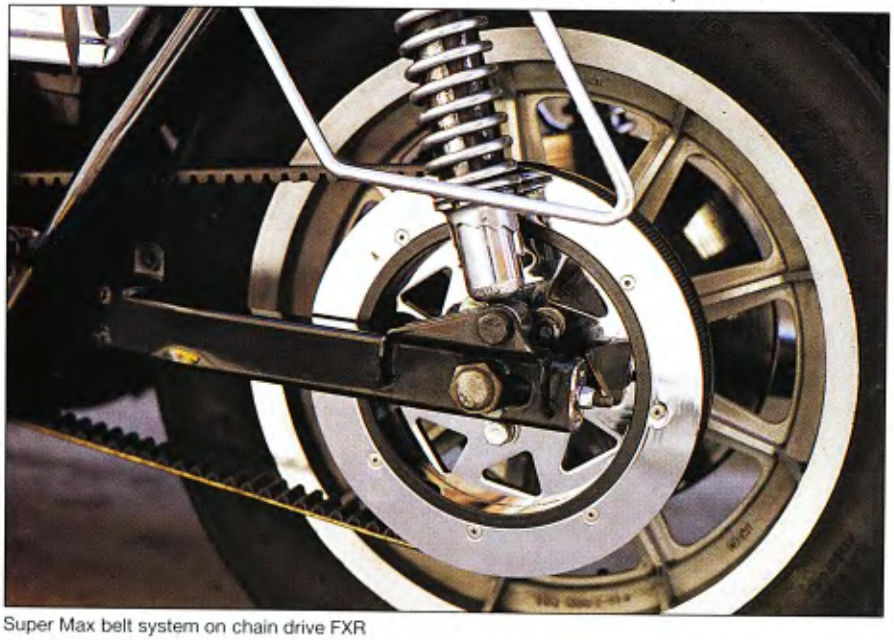
STEP 6: Remove the primary case from the transmission and check the painted area for signs of pulley

interference. If there is any sign of contact, relieve area until the proper clearance has been achieved. Take your time. Remember: The total clearance must be tested with the belt on.

STEP 7: Jack up and support the bike under the frame. Place a support under the transmission. Place an additional support beneath the rear tire—just enough to take the weight off the rear suspension. Next, remove the left swingarm support. Drive the swingarm pivot bolt into the swingarm a couple of inches. Remove the left rear shock. Loosen the rear sprocket bolts. Do not remove them until the axle is loose.



Test bike FXR owner Ray Gonzales.



Super Max belt system on chain drive FXR

Withdraw the rear axle about 8 inches. Remove the sprocket bolts and slip the sprocket from the wheel hub.

STEP 8: Place a 0.300-inch thick shim between the Super Max rear wheel pulley and the wheel hub (H-D part #41814-76). Install the rear wheel pulley to the hub using longer bolts. Then put the belt over the pulley and reinsert the rear axle. Do not fully tighten.

STEP 9: Carefully feed the new drive belt between the frame and swingarm and onto the pulleys. Refit the swingarm support plate and pivot bolt—then tighten. Next, tighten the transmission pulley nut to Harley manual specifications, using two drops of blue Loctite on the threads. Fit the lock screw. Using the rear axle adjusters, tighten and align the belt so that there is 1 inch of up and down play in it. (This is *not* the final adjustment).

STEP 10: With a straight edge (string works well, too), check the alignment of the two pulleys. Shim the rear wheel pulley as needed, using a combination of brake and wheel spacers to align the pulleys properly. Special note: Wrapping the swingarm with electrical tape will protect the rear wheel pulley finish during alignment. Be certain that the pulley has clearance from the swingarm. Use caution while moving the adjusters so as to not run the pulley into the swingarm.

STEP 11: Repaint the pulley area of the inner primary and bolt it to the transmission. Slowly rotate the back wheel in a counterclockwise direction. Remove the inner primary once more to be certain there are no rubbing marks. To be safe, use a thin layer of clay on the belt when rotating the rear tire.

STEP 12: Refit the rear shock and chain guard (the stock one still fits) then retighten the rear axle. Lower the bike to the ground then roll it forward, checking for interference. Note: Rolling it backwards makes the belt track inwards toward the transmission. You don't usually spend much time in reverse.

STEP 13: Put the motorcycle back on the lift and assemble the primary drive as usual. Lower the bike back to the floor and adjust the belt to have 5/8-inch play—never tight. Take the machine for a short test ride of a few hundred feet and recheck for any outside contact or rubbing marks. If all goes well, extend the ride to a few miles, and so forth.

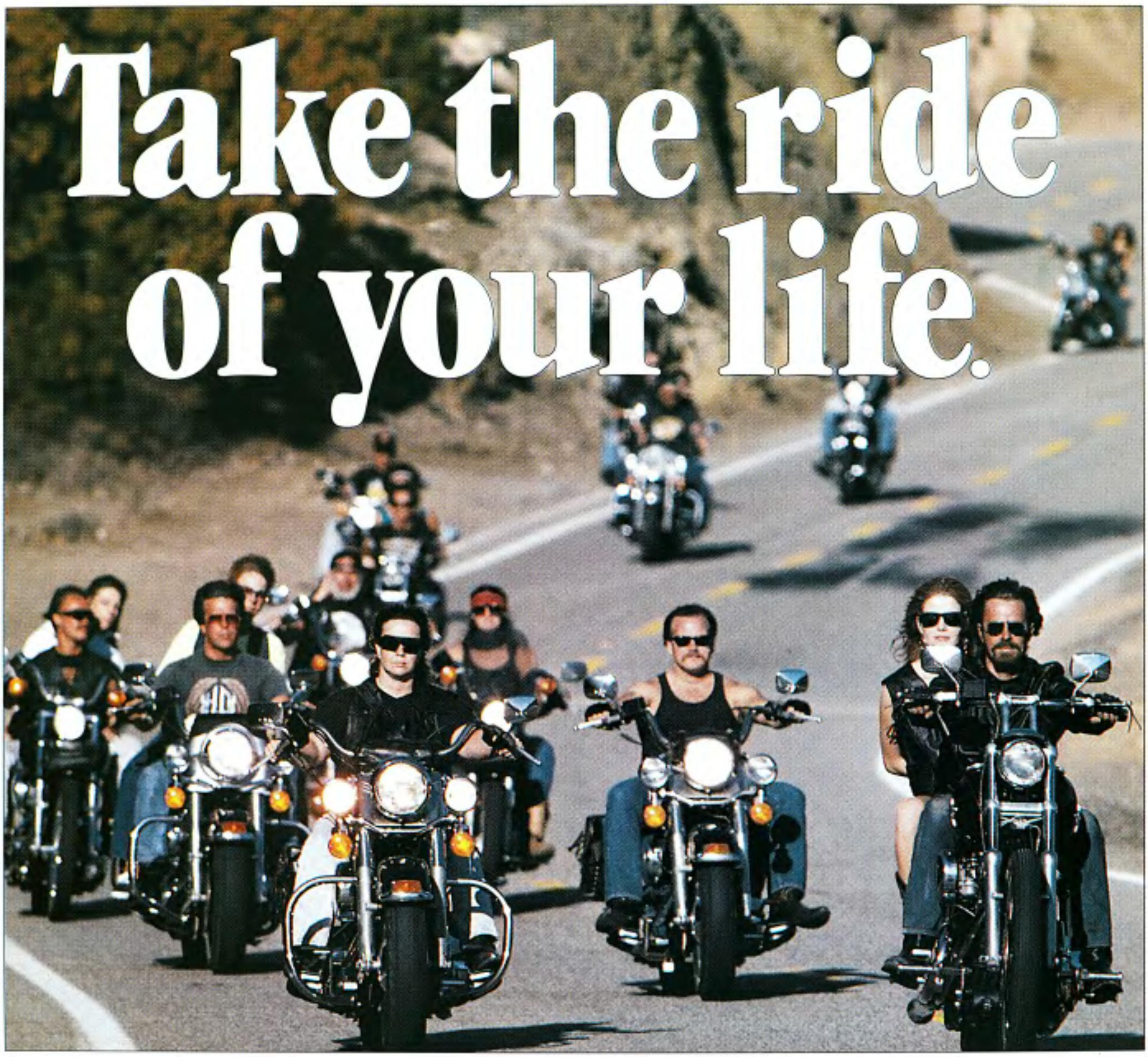
STEP 14: After about 200 miles, the initial flaking on the surface of all Gates polychain belts will dissipate and a slight adjustment may be required. This Super Max kit will also work on the FLT but there are a few more oddities to overcome; thus, it'll be a little more involved than the FXR.

—*Wrench*

Sources

Super Max Products
R.R. #4, Box 652
California Hot Springs, CA 93207
(805) 548-6000
e-mail: PRoss22267@AOL.COM.

Top Gear Motorcycles
118 North Milpas St.
Santa Barbara, CA 93103
(805) 965-0251



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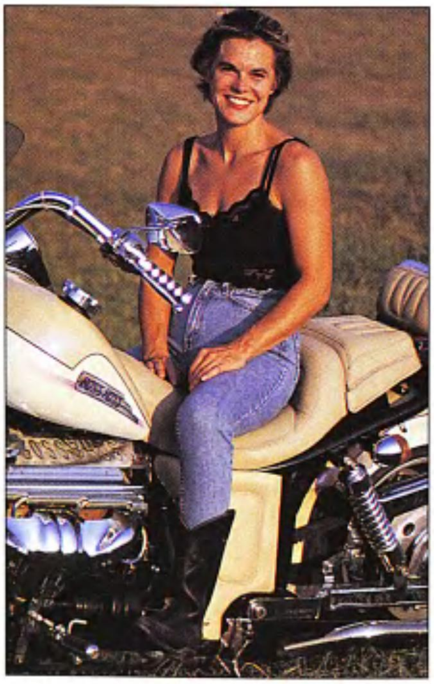
Photos: Steve Kelly

Mark Newcomb
Coventry, England
Spec. Const. Sportster

Mark Newcomb or "Newk" as he is known to his friends is a speed freak. He puts aesthetic appearance second to power. Sure his bike is trick in its own right, but slick streets and fog dictate that the man must build a bike that makes form and function a priority. The product names listed for the engine modifications read like a who's who of H-D performance, including: Stage 4 Branch heads, Sifton 550 cams, and an S&S crank and rods. A Sputhe trap door was used to beef up the electronically shifted gearbox.

If this begins to sound like the bike belongs more on the drag strip than the street, you won't be surprised to learn that is where the motor originally ran. It cranked out 11.3 times over the 1/4-mile, albeit in a rigid frame. For two consecutive years ('91-'92) this was the winner of the Supertwins class. 'Course the rigid frame gave way to the later-model suspension to afford Mark tighter handling on the English cobblestone streets. The brakes and wheels are definitely not Harley, and Mark fashioned his own controls. Although the fuel cell is reminiscent of a Sportster tank, it's not the original manufacturer. But the massive clutch should handle anything. Check out the modifications to the outer primary. I like Sportsters with an edge; they can handle it. —*Steve Kelly* →

Kim Davis
Aptos, California
1993 Boss Hoss Custom



Our latest Readers' Rides subject, Kim Davis, sent us her cellular phone number along with shots of her bike, in the hopes of gracing these illustrious pages. It seemed simple enough. But instead of ever reaching Kim, I repeatedly had to listen to a message stating that she was either "unavailable" or had "traveled out of the service area." So much for technology.

Fortunately, longtime friend and *Easyriders* Events Director Leon Hatcher, who sold this bike to Kim two years ago, was able to fill me in. Seems she was working at a doctor's office a couple of years back and got tired of the same old grind. Her idea for a career change? Driving the *Easyriders* 18-wheeler cross-country and running an apparel shop out of it, year-round, at bike shows and events, including Daytona, Sturgis, Laconia, and Myrtle Beach. Leon was a bit apprehensive when she first came to him with the idea of getting a license to drive a semi. But he gave her a shot, and she's been going strong ever since.

As for the bike—it speaks for itself. When she's not on the road, Kim cruises the streets of Aptos, California, on a 1993 Boss Hoss Custom, a beast of a bike for anyone, and especially for someone 5-foot-3, 110 pounds. "She surprises a lot of people when she pulls up on that bike," Leon says. "But she rides it all over. It's got a lot of horsepower, but they're very balanced and she's pretty strong." It features a 350 Chevy V-8 engine, custom chrome work, and one-of-a-kind valve covers. It also sports a tan and pearl pink paint job, which changes colors in the sun.

It's all becoming clearer now. Judging from the looks of her ride, let's just say she has a good excuse for not sitting home by the phone. —*Mac* →

Bob Steele
Tenafly, New Jersey
1966 FLH

Summer is almost here, meaning that we finally get to exhale all the torment we built up from being inside all winter. Personally, I'm going to ride my chopper over to meet my neighbor, who lives back in the woods and rides an old Beemer with a sidecar, and cruise down to the Markland Dam in Warsaw, Kentucky, to watch the barges go through. Then we'll jam on down to the Sugar Creek Restaurant and Bar (featured in *Ridin' With Rip: The Bros Club Guide To America*) to hang out with Tucker and the boys. Then it's on down to Glencoe to watch the weekly pool table burnout contest sponsored by my buddy, Jack, and down a lot of wine!

Hey, sometimes it's the simple things that make it all worthwhile—like bikinis, burnouts, and searching out the original owner of a customized slabside Shovel you've acquired and finding out he has all the original stock pieces that came off of your bike. If every single person out there ain't going, "Man, how freakin' lucky," then you all need therapy.

Bob Steele, the owner of this sweet little '66, said that the original owner even had the original headlight and a Kodak picture of the bike so that Bob could see the original color in order to duplicate the sparkling burgundy and white finish.

Bob believes it to be an early '66 because the removable plug on the outer primary, in order to grease the compensating sprocket, was only found on the early models. He always wanted a first-year Shovelhead, which had the swingarm frame, electric start, and generator bottom end. And being a big guy—6-foot-7 and 275 pounds—Bob needed a scoot that could keep up but still be a classic. He has owned the bike now for four years, showing it mostly the first year, but riding it steadily ever since. He was still able to win third place at the *Easyriders* show in Philadelphia last year.

Bob has been riding since the '70s, when he rode a "Stupid Glide." In 1986, he picked up a Heritage. You can usually find Bob riding around Seven Lakes in upstate New York where, he says, the scenery is great and there are no side streets for idiots to pull out of.

Photos: owner

Bob did all the work on this fine-looking Shovelhead himself, except for a few items for which he wanted to give credit where credit was due—special thanks to his painter Steve Pierce, his chromer Jim Reid, all the guys at Bergen Harley-Davidson, and last, but certainly not least, his little honey, Christine. *—Flynch* →

READERS' RIDES

Frank Blanding
Worcester, Massachusetts
1987 Softail

I'm a young dude, maybe the youngest on the staff, I don't know. Anyway, my job is to find the up-and-coming young bike builders. No one officially gave me this duty. I actually took the task upon myself. I figure there has to be new blood to learn from the old guard and stir the pot a little. Progress and growth require risk and change. I worried that there would be no young builders out there creating cool custom rides, that the lifestyle of fabricating and creating motorcycle parts would be left to sterile research labs and pencil necks in white coats.

Luckily, I'm wrong about there being no new players. Young bike building talent like Jesse James, the guys at All Star Cycles, Ton Beerepoote (of Holland), Cory Ness, Donnie Loos, Mike Maldonado, and Lonnie at Dragin' Coasters in Scarsdale, New York, are keeping the custom faith alive. Enter 28-year-old Frank Blanding of Worcester, Massachusetts.

Frank is a painter by trade and did all the work on this sharp '87 Softail, excluding the engine, himself. He says he has about 150 hours in the paint alone—not to mention the metal work involved in stretching the tanks. The photos don't really do this scoot justice, but the awards it has garnered may give you a clearer picture. Frank's Softail grabbed first place at the Keene, New Hampshire, *Easyriders* Rodeo last year as well as first place in its class at Laconia '96.

Frank has been riding the New England roads for nearly a decade, and this is his third Harley. He vowed to me that he was going to one day build a motorcycle suitable for our cover. Influenced by the book *European Choppers* (Motorbooks International), Frank's got his sights on building a Swedish-styled long chopper in the Pat Kennedy vein.

Dan Dyette of 2 Hot4u did all the engine massaging using JIMS and Crane internals. The heads were sent to Lakeside Machining for porting and polishing. Frank's Evo is still only 80 cubes, but he claims to blow away 96-inch strokers at will. I can believe it.

Being a biker, Frank is a hard man to pin down. He said the best way to reach him for your flames from hell is through his pager number (508-426-3529). And while you're at it, congratulate him on his recent engagement.

Hey, if this is what we have to look forward to—I can't wait!

—Flynch

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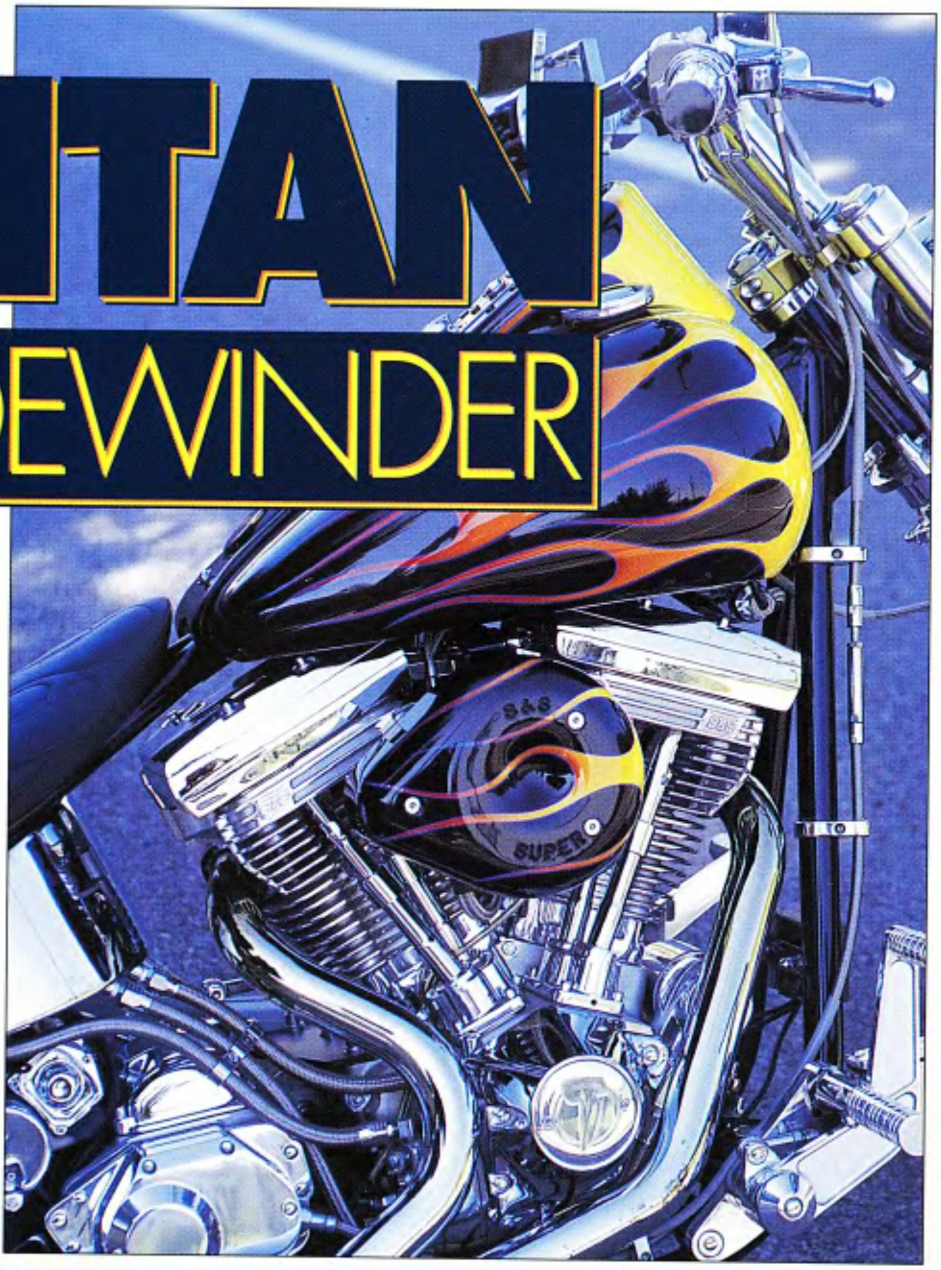
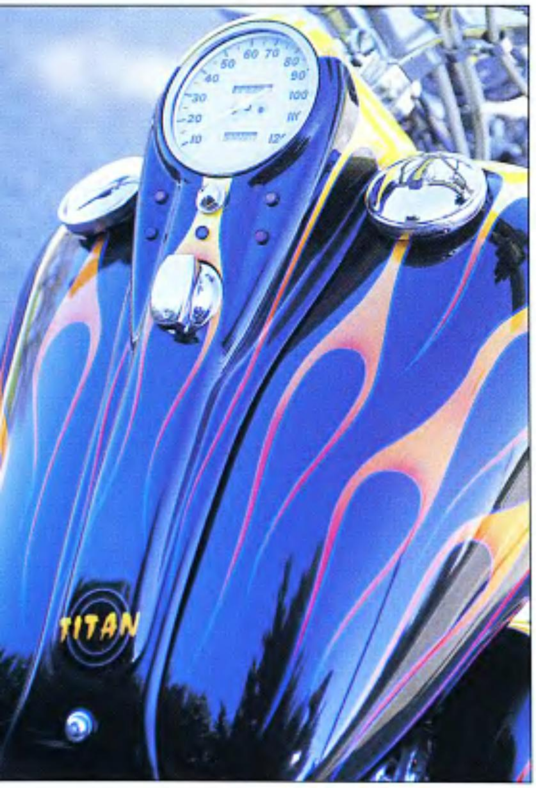
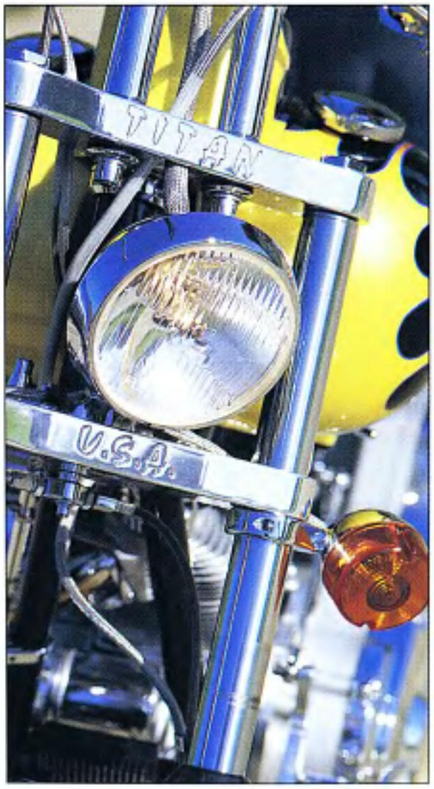
TITAN SIDEWINDER



"What the hell do you mean we don't have a hybrid feature for this issue!" Not the first thing you want to hear Bandit yellin' on a Monday morning after a three-day binge. "I don't care who screwed up. Get one here! *Now!*" As I struggled through the J.D.-induced haze to clear the strange ringing in my ears, it dawned on me that the ringing I was experiencing was →

A RUBBERMOUNT BREAKTHROUGH

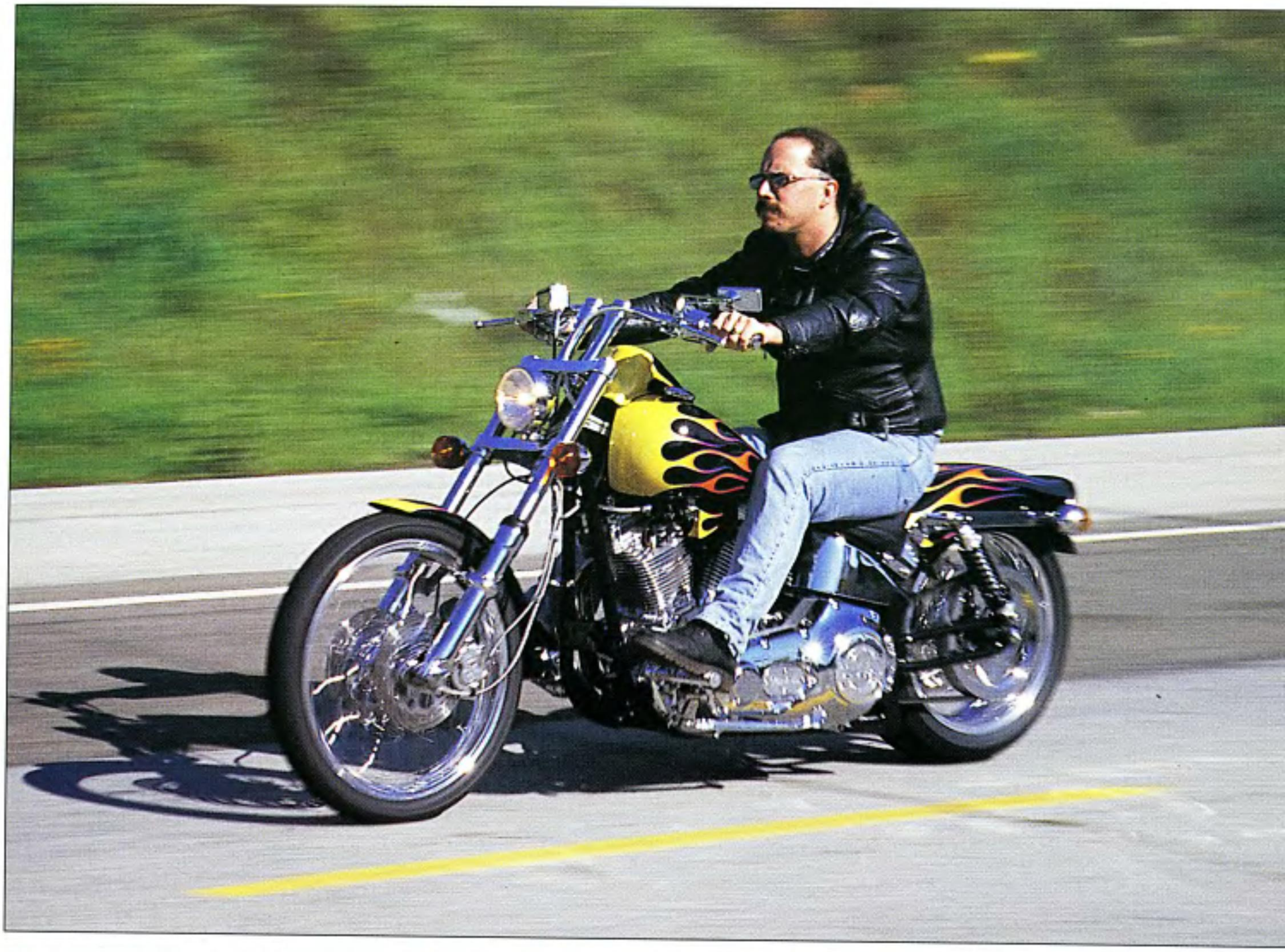




actually the phone—not my head about to explode. On the other end was Patrick Keery, president of Titan Motorcycles. Seems he wanted to tell me all about his breakthrough rubber-mounted Sidewinder model. Hey, this might work out after all. The only obstacle was to get all of this done around our Bike Show, the holidays, and the magazine's deadline, which was three days away—no problem!

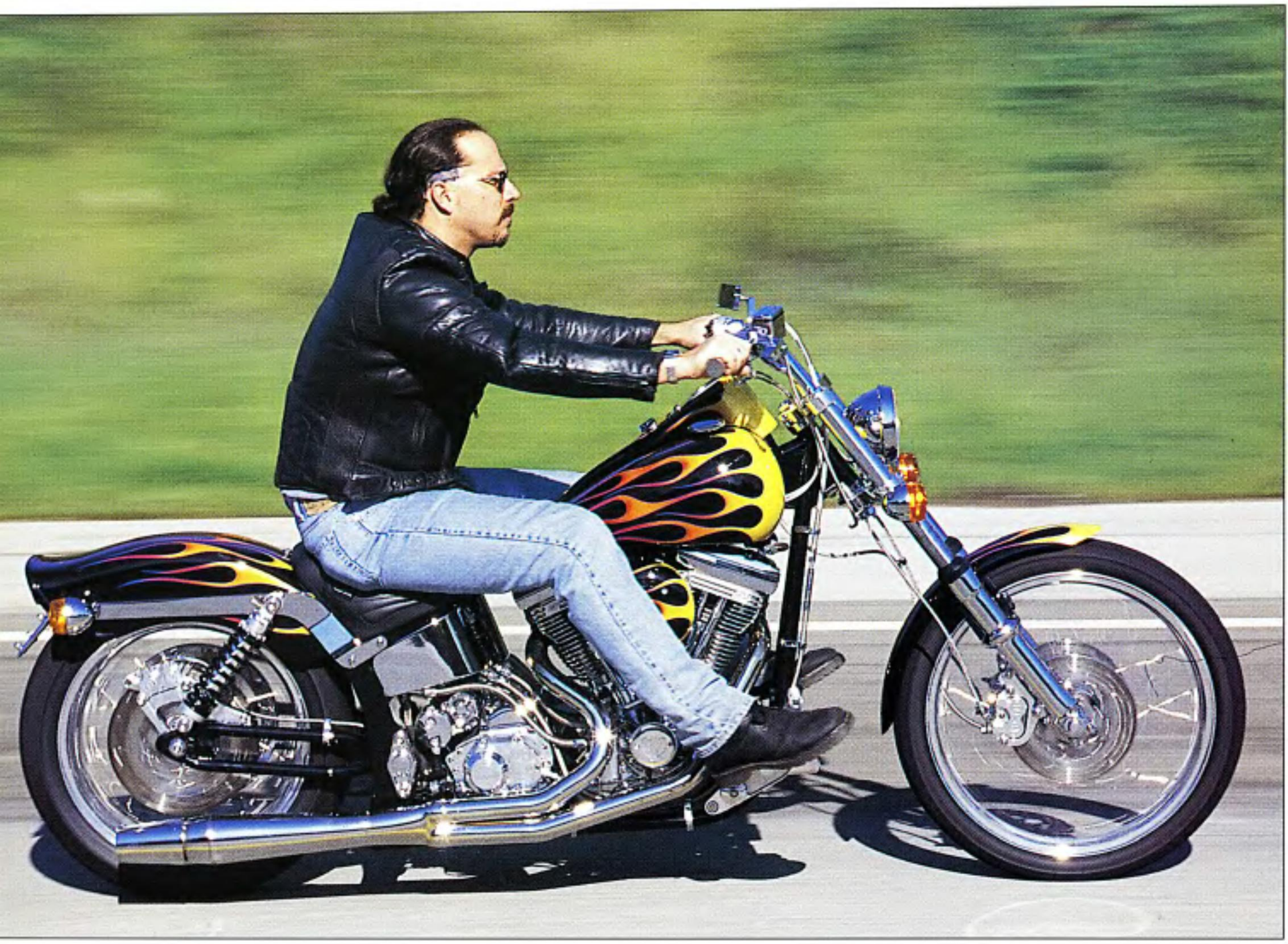
Titan and Daytec have been working together to build a custom rubber-mounted frame exclusively for Titan. Although it has a "Softail" look, it has a rigid-mounted Softail tranny and inner and outer primary. The motor is designed in, as Titan refers to it, a "carriage" system. The motor and tranny are connected together by a billet brace, manufactured by Patrick, so when the motor torques, the tranny and motor move together as one unit, keeping the primary from cracking. This eliminates the need for a torque arm and will be a standard feature on Titan's new models.

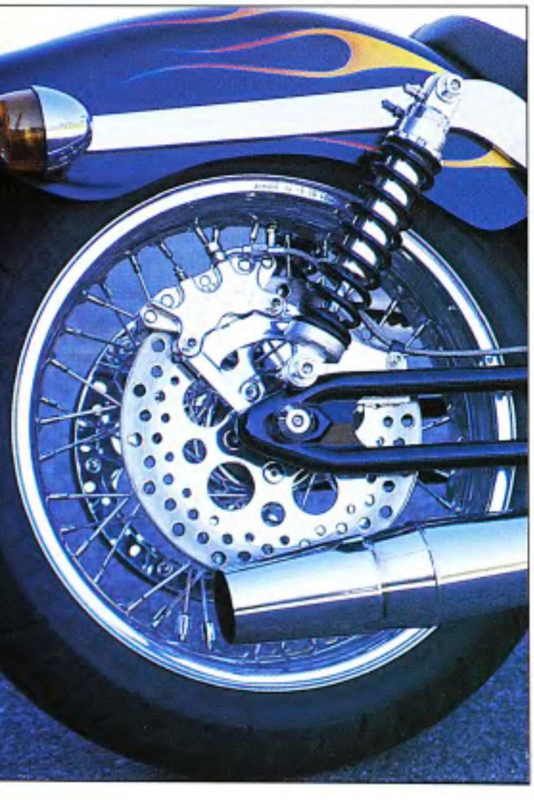
While I ventured to the State Capitol in Sacramento for the annual Freedom

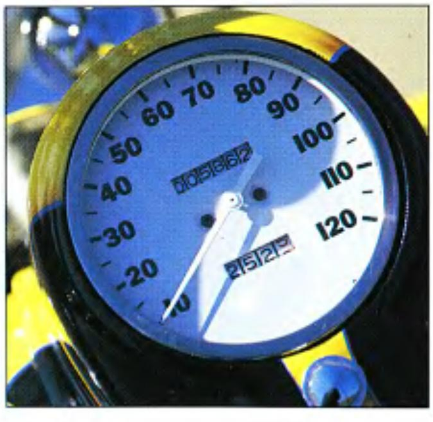


Rally and party the night before, Titan delivered this outrageous 107-inch, rubber-burnin', gear-jammin, asphalt-rippin' machine. I came back from Sacto tired and hungover, but, after starting this monster, it didn't take long to wake my ass up. I got this scoot in the wind as soon as possible and found the pounding in my head had totally disappeared. Cruisin' the Hollywood freeway at 90 mph will wake up anyone. I really wanted to see what the big deal was with this bike, so, under the concealment of darkness, I snuck it out and put it through the ringer.

Again, I took this scooter out to A.J. and Pee Wee Paul at Commanche Custom Cycles in Moorpark, California, for the Dyno test. I use these guys a lot because of their proximity to us and their experience. It also doesn't hurt that there's always a cold one around if ya need one. With only 600 miles on this thing, I was takin' a chance—as usual—but whatdafuck! It's like havin' a rental, right? Since this ride is Titan's prototype, Patrick was using a low compression ratio, 8.5:1, so as not to damage the engine. So much →







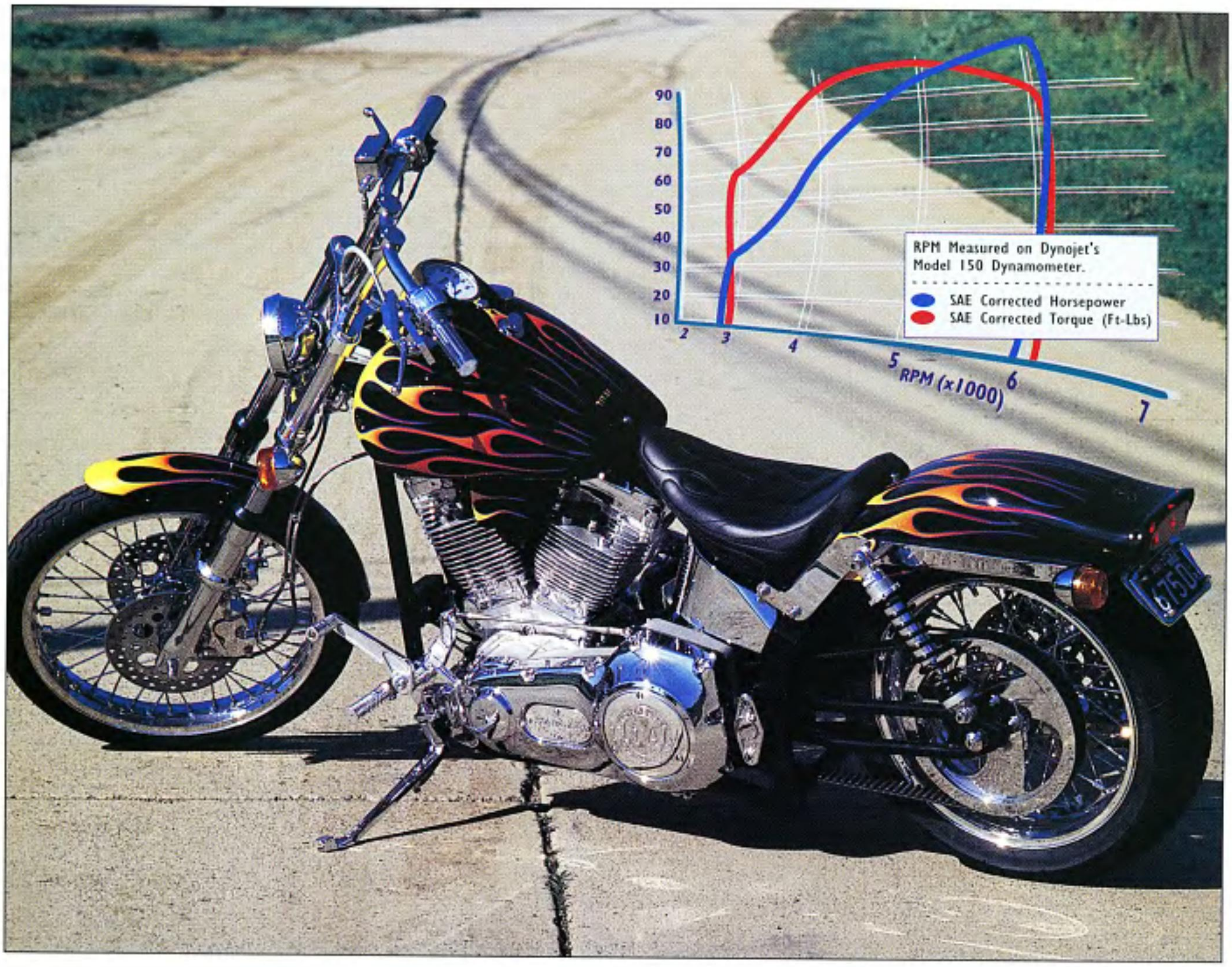
for that! As you can see in the graph the bike has a max horsepower of 96.5 with 96.2 foot-pounds of torque. Not bad under the circumstances. I figure with the ratio of 10.2:1 they plan on using during production, this baby oughtta put out about 105 horses and about 120 foot-pounds of torque. The big question now was—how did the damn thing ride?

This thing screams! My only problem was with the footpegs. There ain't no traction on them thar things. I tell ya, when your pushin' the three-digit mark on the speedo, ya don't want your feet slidin' off the bike. Other than that, I didn't have any problems with it. This bike has forward-mounted controls, a low seat, and drag bars. However, with the angle of the extended risers, I didn't feel like I was committing a kinky sex act with the bike while ridin' it. Smooth ride, good looks, and a lotta power in a small package. Everything ya look for in a ride.

Next month, we'll test ride a scoot produced by The Trike Shop in Minnesota.

Remember to drop me a line if ya want more info on any of these rides.

—Oil Can Scott



Manufacturer: Titan Motorcycle Co.
City: Phoenix, Arizona
Year and model: 1997 Sidewinder

Dimensions

Length: 94 inches
Seat height: 25 inches
Ground clearance: 5 inches
Rake: 34 degrees
Wheel base: 68 inches
Turning radius: 7 feet
Fuel capacity: 5 gallons
Oil capacity: 3.5 quarts
Dry weight: 550 lbs

Wheels

Front

Type: Akront, laced
Size: 21 inches
Rim width: 2.125 inches
Tire: 80/90 Dunlop

Rear

Type: Akront, laced
Size: 17 inches
Rim width: 5.75 inches
Tire: 180 Avon

Performance

City: 35 mpg
Highway: 40 mpg

Brakes

Front

Rotors: polished Russell stainless steel
Calipers: dual Perf. Mach. 4-piston

Rear

Rotors: polished Russell stainless steel
Calipers: Performance Machine, 4-piston

Engine

Year and model: 1997 S&S
Displacement: 107 cubic inches
Ignition: Compufire/Titan
Lower end: S&S
Balancing: Titan
Pistons: S&S
Compression ratio: 10.2:1 (stock) prototype tested at 8.5:1
Cases: S&S
Heads: S&S Superstock
Cam: Titan Stage 1
Lifters: JIMS
Carb(s): S&S Super E
Air cleaner: S&S
Pipes: Thunderheader
Other: billet engine brace behind primary, eliminating need of a torque arm

Transmission

Year: 1997
Shifting: foot, 5-speed
Trans pulley: 34-tooth Andrews
Wheel pulley: 70-tooth Phantom
Gears: Andrews
Gear ratio: standard
Clutch: Bandit Superclutch
Primary: chain

Frame

Builder: Titan/Daytec
Rake: 34 degrees
Stretch: none
Swingarm: Titan/Daytec
Fork stops: Titan/Daytec
Other: custom rubbermount frame with rigid-style mounted transmission and primary

Forks

Type: Titan
Builder: Titan
Special features: chromed lower legs

Accessories/Instrumentation

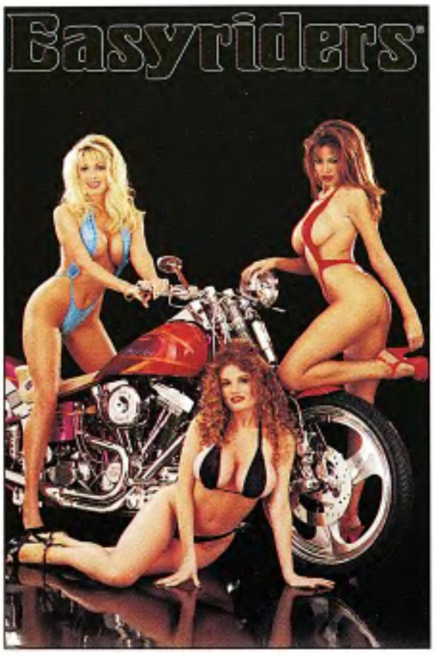
Bars: drag
Risers: 6-inch, domed
Brake levers: Titan
Fenders: Titan
Headlight: Custom Chrome
Taillight: Titan
Speedo: Titan
Pegs: Titan/UMI
Electrics: Titan
Gas tank: Titan
Oil tank: Titan/Daytec
Oil filter: Titan
Oil pump: S&S
Primary cover: Titan
Seat: Corbin/Titan
Mirrors: Titan
Grips: Ness

Paint

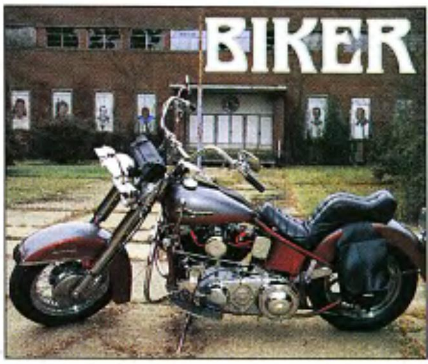
Color(s): black with orange/yellow flames

Photos: Doug Mazell

COMING AT YA

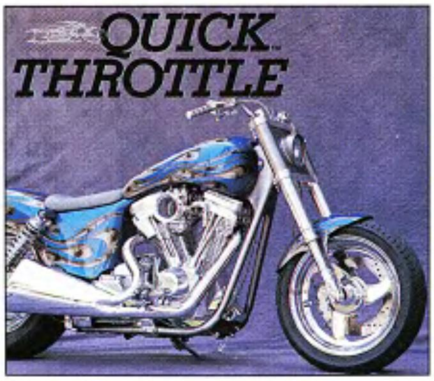


June is bustin' out all over—literally. It's time again for our annual Unswimsuit Issue, where we give you a bevy of bodacious babes hittin' the beach in their barely bikinied best. If you can tear your eyes away from the tanned hardbodies, we've got some sizzlin' scoots lined up for ya, too—like G-Man's pristine '48 Pan, Skot and Lisa Randall's stroked Softail, Don Clark's '44 Flathead, Tony Salinas' bored-out, badass Special Construction, and many more. We've also got the exclusive update on the Indian controversy, a feature on the bikin' Carradine brothers, killer coverage of the Anaheim, Calif., Bike Show, and a Stranger Than Real story about Kiki and the Flying Gerbil—'nuff said. Toss in Tech Tips ranging from Jesse James' steel saddlebags, to the latest on Bandit's Pan project, an illicit peek at an infamous California Motorcycle Club's bylaws, and a road test of the latest from Confederate Motorcycles, and you've got a magazine you just can't put down. Did I mention the article on how to make the perfect martini? Yeah, right. *On sale April 29*



The **June** issue of *Biker* is the special, double-throw-down Biker Parties issue. It's full of American T&A as well as lots of partyin' pictures from the Harley Rendezvous, Bean Blossom Boogie, AM-JAM, Laconia, as well as the California Southwest Jamboree. There's also our home-spun calendar guide to what's happening in the wild world of Harleys for the rest of the year, like in bitchin' parties and major, gotta-be-there events. Miss it and Mutha will get ya. *On sale April 22*

The **July** issue of In The Wind (#82), kicks ass and gives names with loads of nekkid and near nekkid women. The Barely Bathing Suit issue is also a celebration of two-wheeled liberty and every red-blooded American male's favorite pastime (besides burpin', fartin', and football). Efrem Mah's Flying Tiger Evolution War Hawk carries the freedom theme to the hilt, and a Travelin' Trails along Route 66 gives you the spirit of the saddle. If it's out there, it's in here. Don't miss it. *On sale April 10*



Fireworks won't be the only thing exploding in **July** because the next *Quick Throttle* is blasting your way, packed with loads of hot racing action and trick tech tips for the most discriminating gearheads. Check out Kenny Boyce's blower bike, the best Street Customs from the *Easyriders* Bike Show in North Carolina, and Russ Tom's fierce FXD, to name a few. Moroso and Gainesville top the racing events, and, as always, we'll show ya how to get more bang for your buck. *On sale April 29*

VQ No. 14, **June**, hits one right out of the park with a feature on baseball's National League MVP Ken Caminiti and his wild Steed. We've packed this issue with everything from the Love Ride celebration, to Elvis sightings in Vegas, to the world's best bike tours, to the best biker stocks—not to mention classy customs like Donnie Smith's "Dream Sickle" dresser, Russ Tom's badass Beluga bagger, Bob Dron's riveting aluminum Softail, and the machines of Master Builder Arlin Fatland. *On sale now*

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AMI 108	Canyon Run 33	Drag Specialties C2	Lehman Trikes, Inc 104	Richard M. Lester 39
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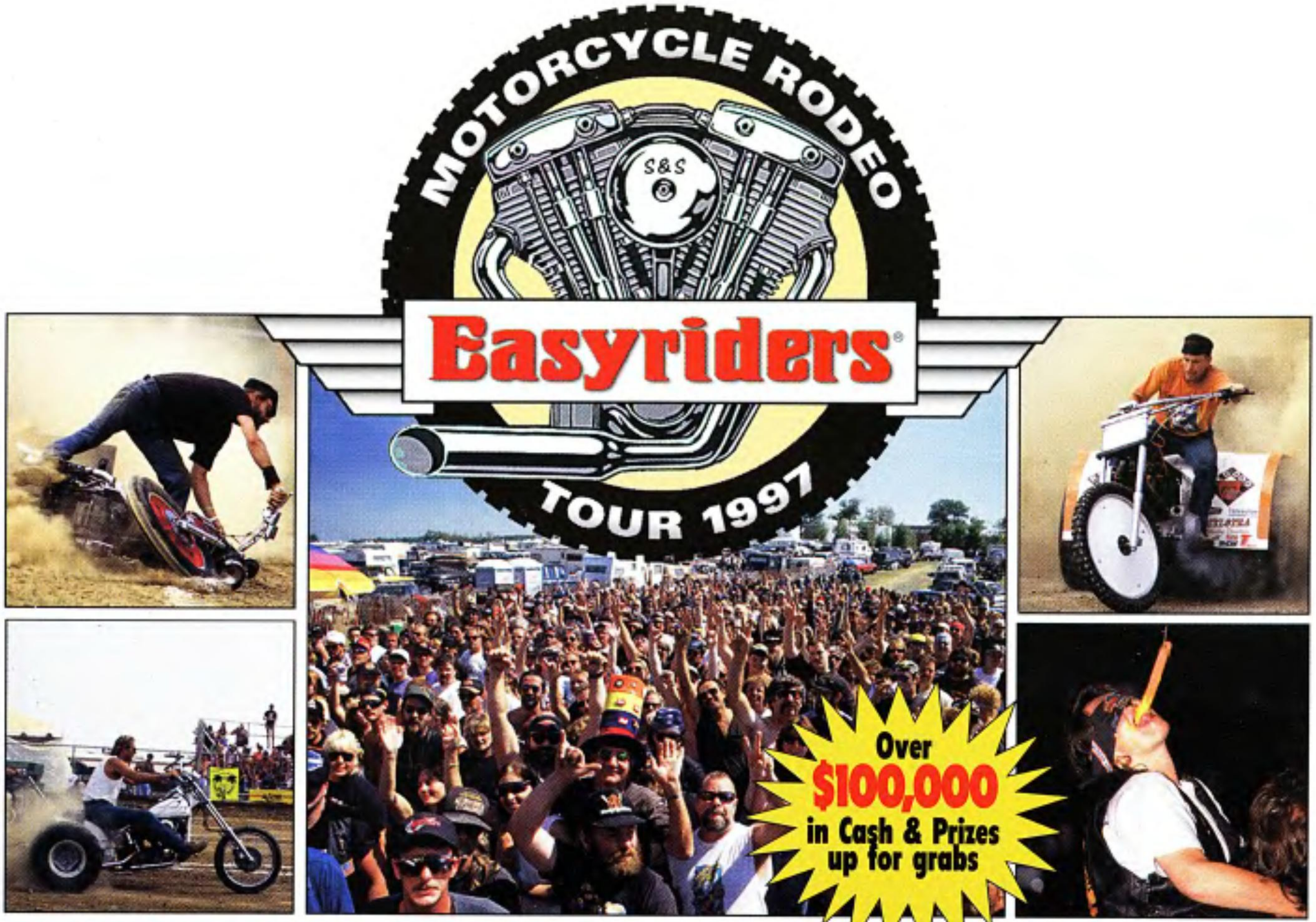

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Fireworks

Middletown, New York
July 4, 5, 6, 1997
Orange County Fairgrounds
(I-84 to Hwy 17 West, to exit 120)

Waukesha, Wisconsin
July 11, 12, 13, 1997
Waukesha County Fairgrounds
(I-94 West to 294 exit South on "J")

Keene, New Hampshire - *New England Rodeo*
July 18, 19, 20, 1997
Cheshire County Fairgrounds
(Rt. 101 to 12 South)

Prospect, Pennsylvania - ***7th Annual***
July 25, 26, 27, 1997
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

Fowlerville, Michigan - ***5th Annual***
August 15, 16, 17, 1997
Fowlerville County Fairgounds
(I-96 to Fowlerville exit, go North to Grand River)

Kankakee, Illinois - ***New Location***
August 22, 23, 24, 1997
Kankakee County Fairgrounds
(Hwy 57 to exit 308)

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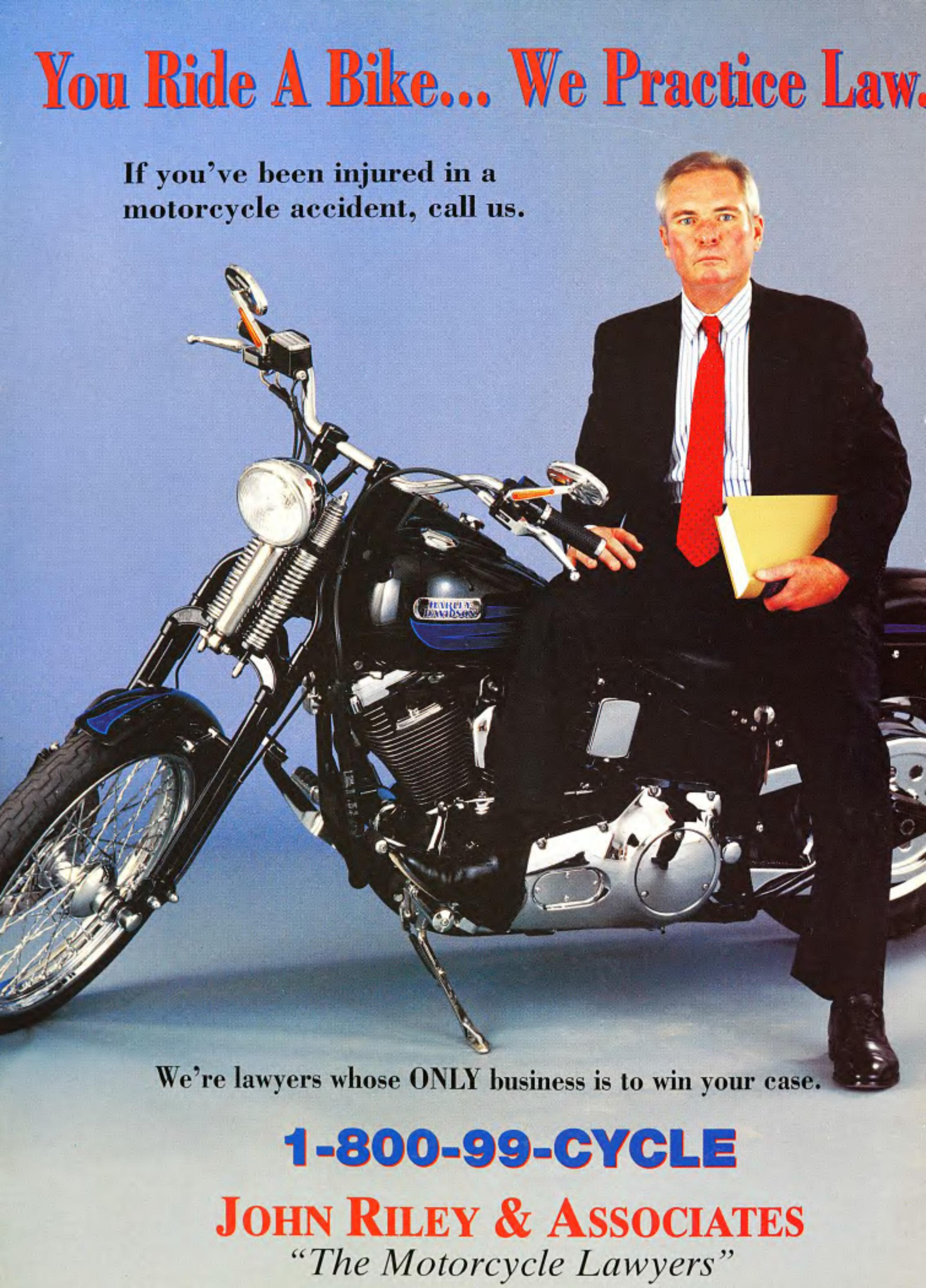
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